

JUNE 22nd 1916

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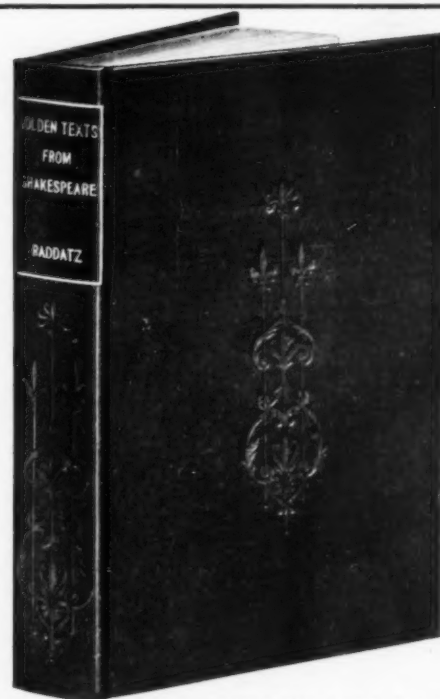
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The Oldest Illustrated Weekly Newspaper in the United States
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EDITED BY JOHN A. SLEICHER

"In God We Trust"

CXXII

THURSDAY, JUNE 22, 1916

No. 3172

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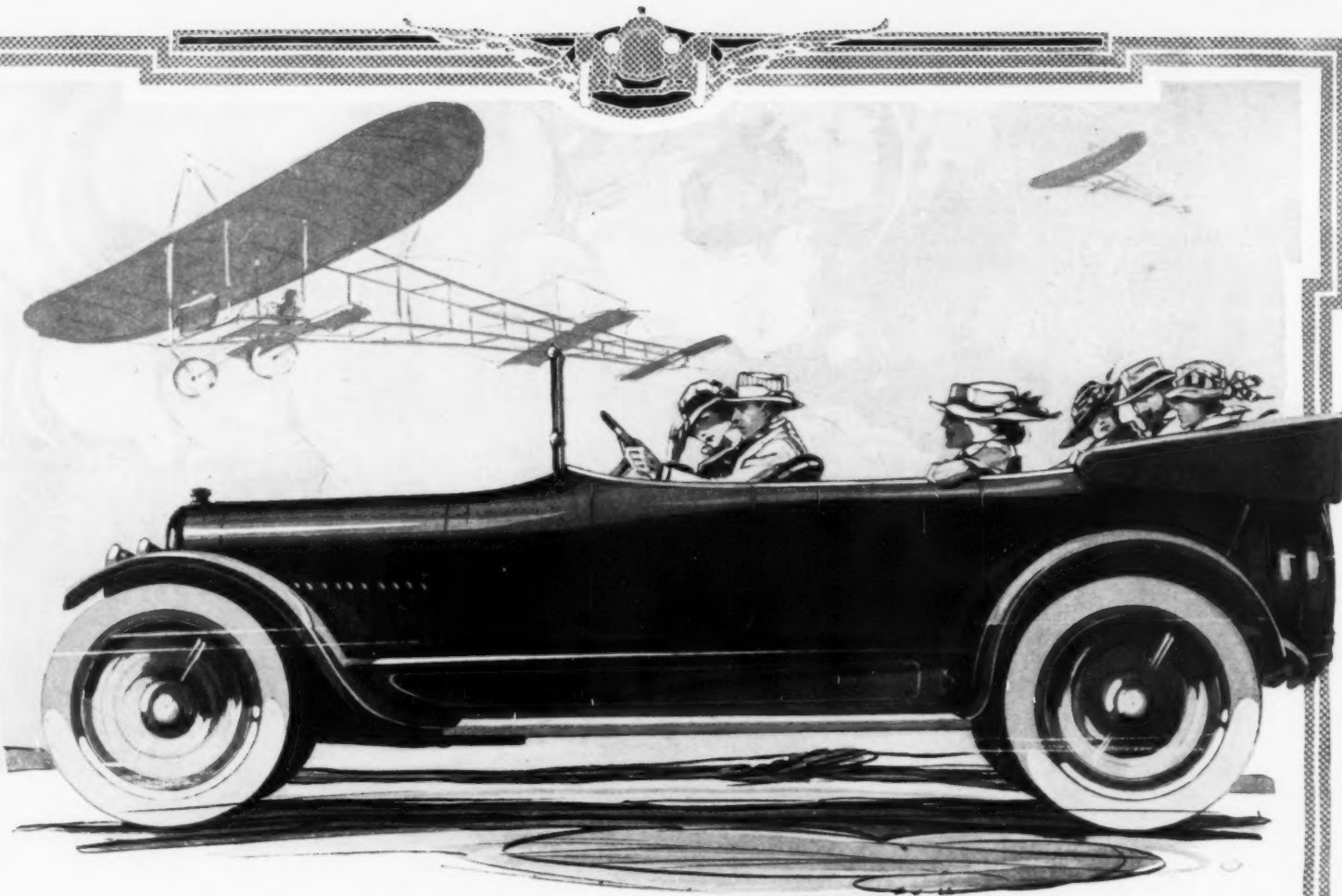
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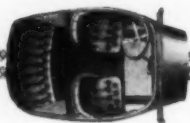
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EDITORIAL

LET THE THINKING PEOPLE RULE!

KEEP THE PAY ENVELOPE FULL

WILL the war permanently increase the cost of living?

It has already decidedly increased the cost of gasoline, steel and iron products, sugar, shoes, woolen and cotton goods.

This is largely a matter of labor-cost. The increase of wages has been general all along the line and wages only come down in panicky times.

The possibility of lower wages can be avoided only by building up our home industries and protecting them from the terrific foreign competition expected at the close of the war.

Thus protected, we shall be able to meet our foreign competitors without reducing the output of our factories, shutting our mills, and reducing the size of the pay envelope.

The business man, the manufacturer, or the workman who is so engrossed by our present prosperity that he thinks it will continue indefinitely will have a rude awakening.

Prepare for peace as well as war and keep the pay envelope full!

CHAPTERS IN EXPERIENCE

EXPERIENCE teaches its own lessons to the public as well as to individuals. The public is just beginning to learn by costly experience the folly of some of the fads that busters, smashers and demagogues have imposed upon the people.

The criminal suit against the directors of the New Haven Railroad, costing nearly \$1,000,000, resulted in the acquittal of six of the defendants and disagreement regarding the remaining five, the jury standing eight to four in favor of their acquittal also. Yet the Government talks of retrying this case and involving another expenditure of \$1,000,000. The people foot the bills.

The railroads have been regulated to death until one-sixth of them are in the hands of receivers. Every stockholder and bondholder has suffered. So has every savings bank and life insurance company with funds invested in railroad securities. With the sudden influx of war orders, the railroads find their facilities over-taxed because they have not had the means to provide adequate terminal facilities and new equipment required for such an emergency. Shipments of freight are delayed, business is handicapped and communities suffer while the second greatest industry in the country, with over 1,000,000 employees and nearly 2,000,000 security holders, is being regulated to death. This adverse regulation prevents the railroads from increasing rates even when their employees require of them higher wages than the carriers can afford to pay.

Last year a shipping bill was passed on the pretence that it would protect American shipping. Almost before the ink on the bill was dry, American ships began to disappear from the Pacific Ocean. Now the last Pacific steamship has hauled down its flag and Japan is in control of the commerce of the Pacific Ocean, and it is charged that the Japanese steamship managers have been discriminating against American shippers. What a spectacle for a patriotic people shouting for preparedness while ruthlessly sacrificing the ships that would be necessary for army transportation purposes in case of war.

The Standard Oil Company was dissolved in 1911 into thirty-three subsidiary companies and the busters declared that this was a death blow to an "octopus." What have the common people gained by the dissolution? Nothing. The prices of oil products are higher than they were four years ago. What have the 8,000 stockholders of the Standard Oil Company lost? Nothing. The securities of the thirty-three subsidiaries are higher today than they ever were before.

These are a few chapters in the lesson of experience that the people of this country have been taught in recent years. How many more do they need before they will turn on the demagogues that have betrayed them, and rend them to pieces?

And now we are advised from Washington that the Department of Justice is not as intent as it has been on smashing everything in sight. Election Day is approaching and the busters and smashers are beginning to realize that the people have had their fill of the policy of destruction and are demanding constructive policies, helpful legislation, an opportunity for business big and little, the full dinner pail, and fuller pay envelope. And they will get theirs!

ANNOUNCEMENT

A BUSINESS MAN'S HALL OF FAME

BY B. C. FORBES

NO business man has been elevated to a place in America's Hall of Fame. Nor has a business man ever occupied the White House.

The nation has honored—justly, no doubt—theorists, dreamers, poets, philosophers, lawyers, teachers, preachers, politicians.

But has the time not come to recognize the constructive services of doers?

Have not the talkers had an ample inning?

Is it not a national duty to turn some measure of attention to men not of words but of deeds, men who do not make their marks by theorizing from arm-chairs, but by entering the business and financial fray and doing things, creating things, upbuilding things, filling pay-envelopes and dinner-pails?

In former times the destiny of a nation depended largely upon the genius of its ruler and the prowess of its soldiers and sailors.

Today the destiny of a nation depends chiefly upon the foresight, ability and energy of its men of affairs—its financiers, bankers, manufacturers, railroad men, inventors, engineers, chemists, geologists, miners, exporters and merchants.

The world's battle, after the present cataclysm has passed, is to be fought on the fields of commerce.

America's place and power will be determined mainly by the acumen and skill and industry of her business leaders.

What manner of men are our financial and industrial leaders? Who are they? What are their records? How are they fitted for the momentous international contest about to be waged? In a word, who are the men who are doing most to make America? That is what I propose to find out. And this is how I am going about it:

Upwards of seven thousand representative business men all over the United States are being asked to name the "Fifty Greatest Business Men, Men Who Are Making America"—its Master Builders. The names given in the thousands of replies will be carefully tabulated and the verdict of business America thus ascertained. This will constitute America's Business Hall of Fame, so to speak. An intimate, illuminating character-sketch of each man thus chosen will be written.

John A. Sleicher, editor of *Leslie's* and a staunch friend of the business world, has arranged with me for the publication of these articles, suitably illustrated, in his national weekly.

"Men Who Are Making America" will subsequently be published in book form by me as a permanent monument to those stalwarts who, by common consent of those best able to judge, are doing most for their country at this turning-point in mankind's history.

Through my many years' experience as financial editor of the *New York Journal of Commerce* and *Commercial Bulletin*, as editorial writer for the *Financial Chronicle*, as business editor of a popular metropolitan daily, as a magazine writer and as author of "Finance, Business and the Business of Life," I have been brought into direct contact with many of our captains of commerce. They heartily approve of this national movement and are lending valuable assistance in carrying it out, as also are the principal commercial and mercantile bodies throughout the country.

It should be possible, therefore, to present worth-while, human-interest stories about those called by their fellows to a niche in America's Business Hall of Fame.



B. C. FORBES

LET THE PEOPLE RULE!

FIFTY thousand families received aid from half a dozen of the largest charitable institutions in New York City last year.

Two candidates for State office in Louisiana recently fought a fist fight on the lawn, while legislators watched the battle from the capitol windows.

The singing of popular love songs will not be permitted at weddings solemnized by Protestant Episcopal churches in the Mississippi diocese, but only such musical selections as are authorized by the prayer book.

An Ohio farmer sold his farm for \$4,000 and entrusted the proceeds to two strangers who promised to win him a fortune on special tips had at the race track. They disappeared with his \$4,000 and he went back to farming.

The chief of the Bureau of Entomology of the Department of Agriculture at Washington says that there is no reason why people should not eat bugs excepting that they do not do so. Several scientists added that insect broth was appetizing.

And so the people rule.

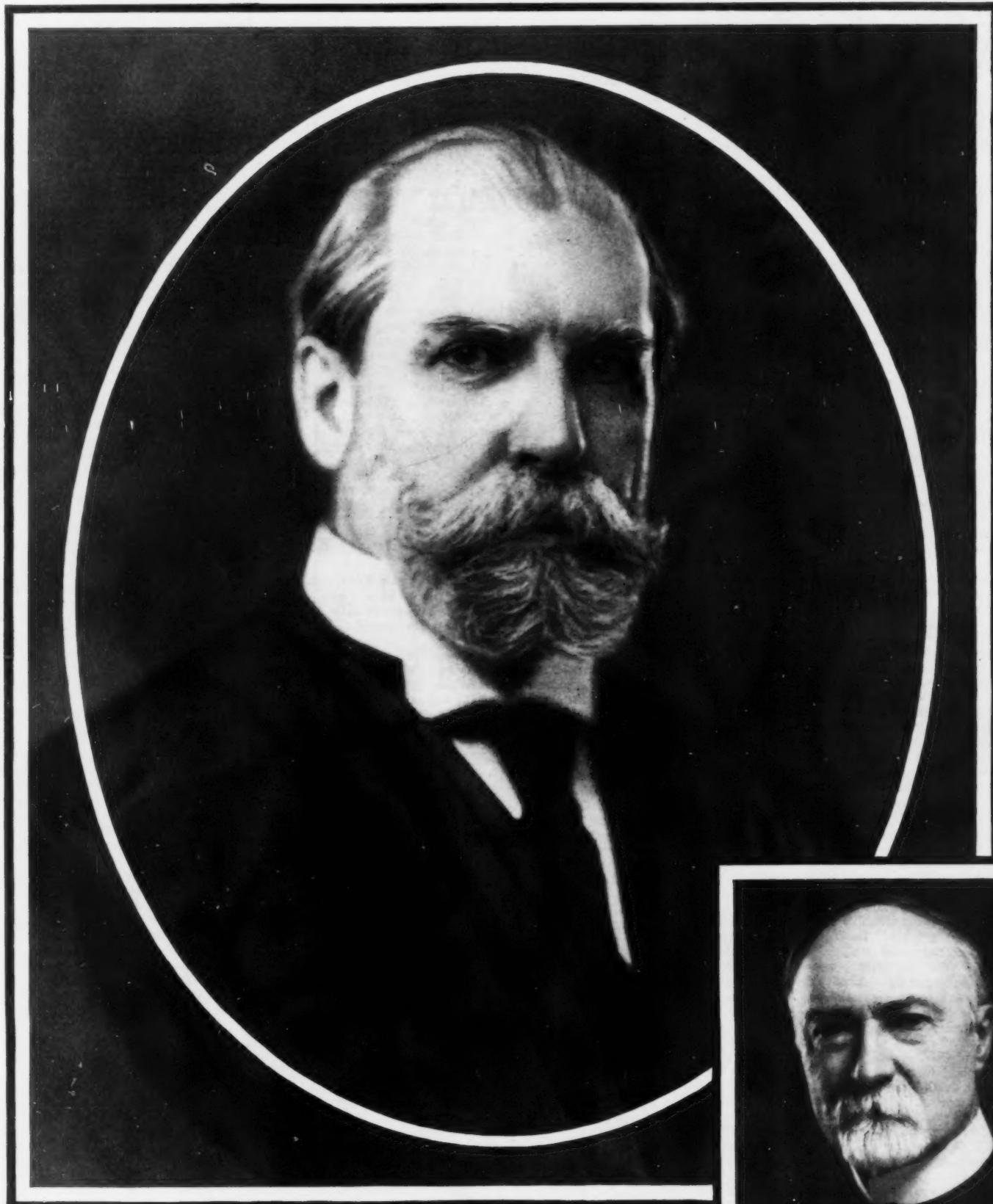
THE PLAIN TRUTH

JAPAN! Chickens do come home to roost. Japan has complained bitterly that her citizens have been discriminated against and have suffered hardships in certain parts of the United States. China has just protested to the Japanese Minister at Peking against the participation of Japanese in the revolutionary rioting in Shantung, and the dynamiting, terrorizing and killing of Chinese policemen in Tsinau-Fu. The answer of Japan was that while rowdy Japanese might be assisting the Shantung revolutionists, Japan couldn't control outlaws or prevent them from using the German railway zone. Governments can't always control disorderly elements. Japan should remember this in protesting to the United States concerning treatment of her citizens here. Our situation is further complicated by the inability of the Federal Government to interfere with the States in the regulation of their internal affairs.

REVOLUTIONS! The night letter has worked a revolution in the popular attitude toward telegrams. Formerly the telegram was confined to business and when used for social purposes was usually connected with sickness, death or some misfortune. Six years ago there were no night letters. Now the nightly average is 40,000. Of the 100,000,000 messages a year sent over the Western Union lines 12,000,000 are night letters. The night letter is largely used for business, but the greatest development has been in its use for social purposes. Husbands and wives who are separated have gotten the habit of communicating by night letter, and the woman who used to open a telegram with fear and trembling now receives it as a matter of course. However, there are still many people who do not yet have the night letter habit. In connection with the celebration of Mother's Day the proposal was made that sons and daughters away from home should send words of cheer to mothers by telegram. It was suggested that many mothers would receive a shock that would more than counteract the message. Accordingly, the messengers were instructed to say on delivery: "Madam, this is a Mothers' Day Message." In a year or two with the growth of the custom, this precaution will not be necessary.

WHY Not? If cooperation is desirable and necessary in order to secure our share of foreign trade, why is it not equally desirable and necessary at home? Speaking before the American Iron and Steel Institute, vice-chairman Edward N. Hurley of the Federal Trade Commission expressed the belief that Congress did not intend by the anti-trust laws to prevent Americans from cooperating in export trade for the purpose of competing effectively with foreigners. The Commission has found that doubt on this point "now prevents concerted action by American business men in export trade, even among producers of noncompeting goods," and has therefore recommended the enactment of "declaratory and permissive legislation to remove this doubt." Judge Gary, who presided at the meeting, brought forth great applause when he stated that if cooperation for foreign trade was as desirable as Mr. Hurley had described it, it was just as desirable in the domestic trade. In dealing with the new problems arising through the rise of great business corporations during the last two decades, the resort has been wholly to legislation and government suits. The time has come when these problems should be worked out, for the protection of all the people, by the scientific method and the cooperative spirit as other nations have done.

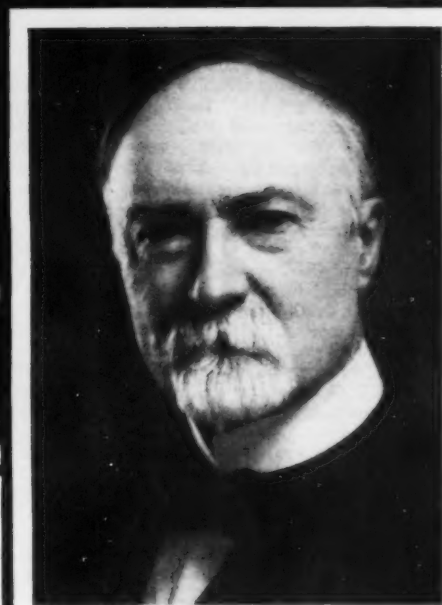
TO HEAD REPUBLICAN HOSTS



CHARLES EVANS HUGHES

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On June 10, the Republican National Convention, in session at Chicago, on the third ballot nominated for President Justice Charles Evans Hughes, of the United States Supreme Court, by a vote of 949½ against 36½ scattered among five candidates, of which Colonel Roosevelt received the largest number, 18½. Nominations for Vice President were taken up and Charles Warren Fairbanks, of Indiana, who was Vice President from 1905 to 1909, received 863 votes on the first ballot. The nominations were made unanimous. Justice Hughes, who had not sought the highest honor within the gift of his party, and had studiously refrained from saying that he would accept the nomination, immediately resigned from the Court and telegraphed his acceptance in a message ringing with true Americanism. Colonel Roosevelt, who had been nominated by the Progressives for President, wired that he could not accept at that time, and that if Mr. Hughes announced views in harmony with Progressive principles his declination must be regarded as final.



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CHARLES WARREN FAIRBANKS

WITH PERSHING IN MEXICO

BY B. C. UTECHT. PHOTOS BY THE AUTHOR

EDITOR'S NOTE.—Mr. Utecht was one of the six newspaper correspondents who accompanied General Pershing's punitive expedition into the heart of Northern Mexico. He crossed the border with the first troops in March and continued with them until the end of May, sharing all the hardships of the campaign and seeing and hearing much that he was not allowed to write. He here tells the true story of the expedition.

WHEN the American troops under General John Pershing crossed into Mexico March 15 to "get Villa dead or alive" Mexicans derided the expedition. They believed that the Villistas were so superior in marksmanship, hardihood and training that the poor gringo soon would be beating it back to the border in terror of such an implacable foe. Mexicans living in Mexico and Mexicans residing in American border towns expected an immediate slaughter of the expeditionary force by the deadly Villistas.

In the battle of Guerrero 40 Mexicans were killed and four Americans wounded, the Mexicans fleeing with Villa, wounded, at their head. Then came the battles at San Antonio pass, Tomachic, Tejoloche, and Ojo Azules in which the Villistas lost from 40 to 50 in dead in each fight. The total number of Americans killed during the entire campaign was only 12. In the last sizable encounter, that at Ojo Azules, not a single Amer-



STUCK IN THE SAND

The drivers of motor trucks have the hardest jobs in the army in Mexico.



TRAILING A BANDIT THROUGH A CANYON

A troop of the Tenth Cavalry chasing Candelario Cervantes. It fell to a detachment of engineers to kill this ruffian who was

responsible for the deaths of many Americans and Mexicans. He was surprised at a ranch where he had stopped for the night.



HOW THE OFFICERS LIVED

Major Evans (on the left) and his luxurious quarters. The little shelter tent was protected by branches of trees from the fierce sun and to a limited extent from the dust storms that made life hideous.

ican was wounded or killed, although there was a cavalry charge with pistols and hand-to-hand fighting.

So the Mexican has changed his opinion, and along the border has a greatly increased respect for the American soldier. He has learned that the Villista soldier is much inferior to the American; and all soldiers in Mexico are alike whether Villista, Carranzista or of some other faction.

When you read scare heads intimating that Pershing's army of 12,000 soldiers is about to be surrounded, perhaps attacked and annihilated by Carranza forces, you need not worry. General Pershing doesn't. For the Mexican troops are very desirous of keeping at a safe distance from the American army.

Fighting outlaws has been the least of the hardships with which the expedition has had to contend. Cold, heat, alkali dust, difficult trails and shortage of food farther south gave the expedition more trouble than did any Mexican bandits. Officers and men did



THE COMMON PEOPLE OF MEXICO AS THEY ARE TO-DAY

A photograph made in Saltillo of starving peons. Famine has prevailed in Mexico for more than a year and it is said that this year very little planting has been done. Along the route of the Pershing army the natives were glad to get American money in exchange for such scanty provisions as they could spare.

not realize they were undertaking one of the most difficult campaigns in a most difficult country when they crossed the border. Nearly all were unprepared for the climatic changes. The army was blistered by the sun by day and chilled through by the winds at night. Soldiers carried one blanket each, which was far from sufficient. In a few days hundreds were suffering from cracked and blistered hands and faces and alkali dust increased the pain. Washing only gave the sun and wind more chance to get in their work, so many went for days without bathing hands and face. The first day's hike of the infantry was 27 miles, from Palomas to Boca Grandes, a march perhaps not exceeded by the hardened soldiers in Europe.

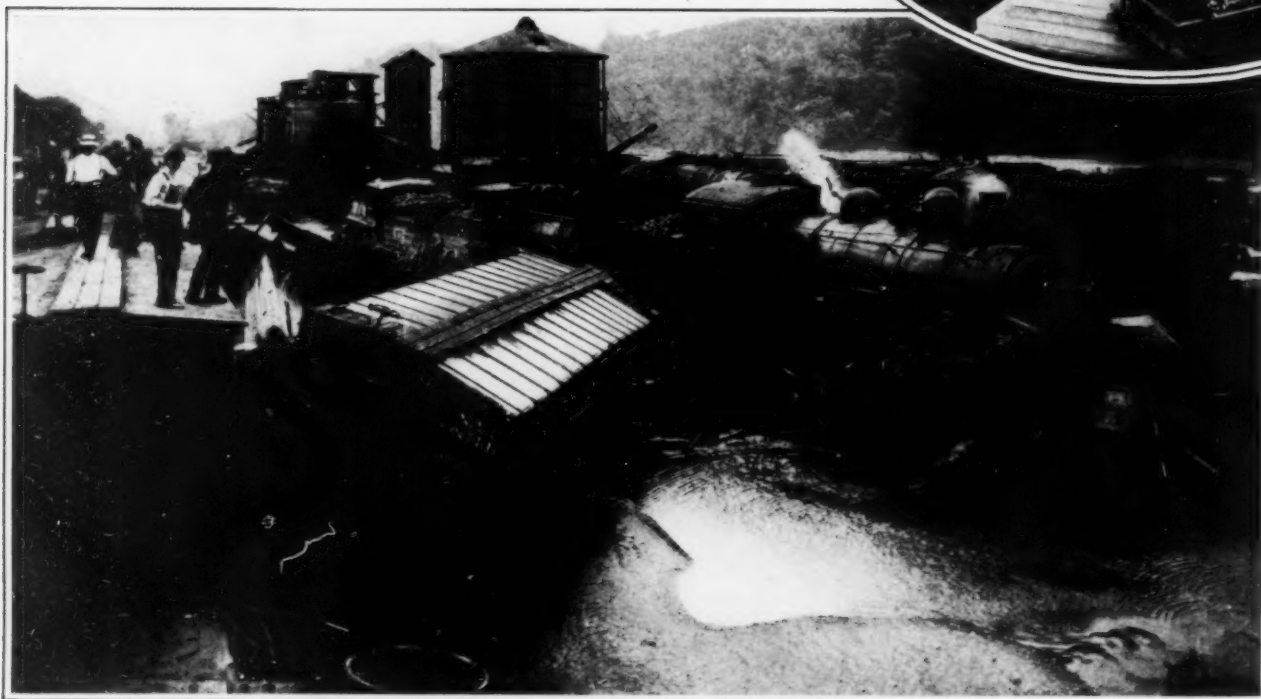
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PICTORIAL DIGEST OF



GREETING THE DAWN ON THE BATTLEFIELD

Paul Thiriat has, in this drawing, immortalized the spirit of the French soldiers in this awful war. With the drawing he sends these lines: "When the clash of battle is over for the night, when the first faint glimmer of light in the eastern sky proclaims the coming of another day, our heroic poilus of the first line are so eager to see the results of their night's work that many of them spring on top of the trench parapet, heedless of the danger. Having viewed the enemy's pile of dead the war-worn faces light up with joy and a full-throated chorus arises, 'They have not passed! They have not passed!'"



FLOOD SWEEPS AWAY A MILLION DOLLARS' WORTH OF ROLLING STOCK

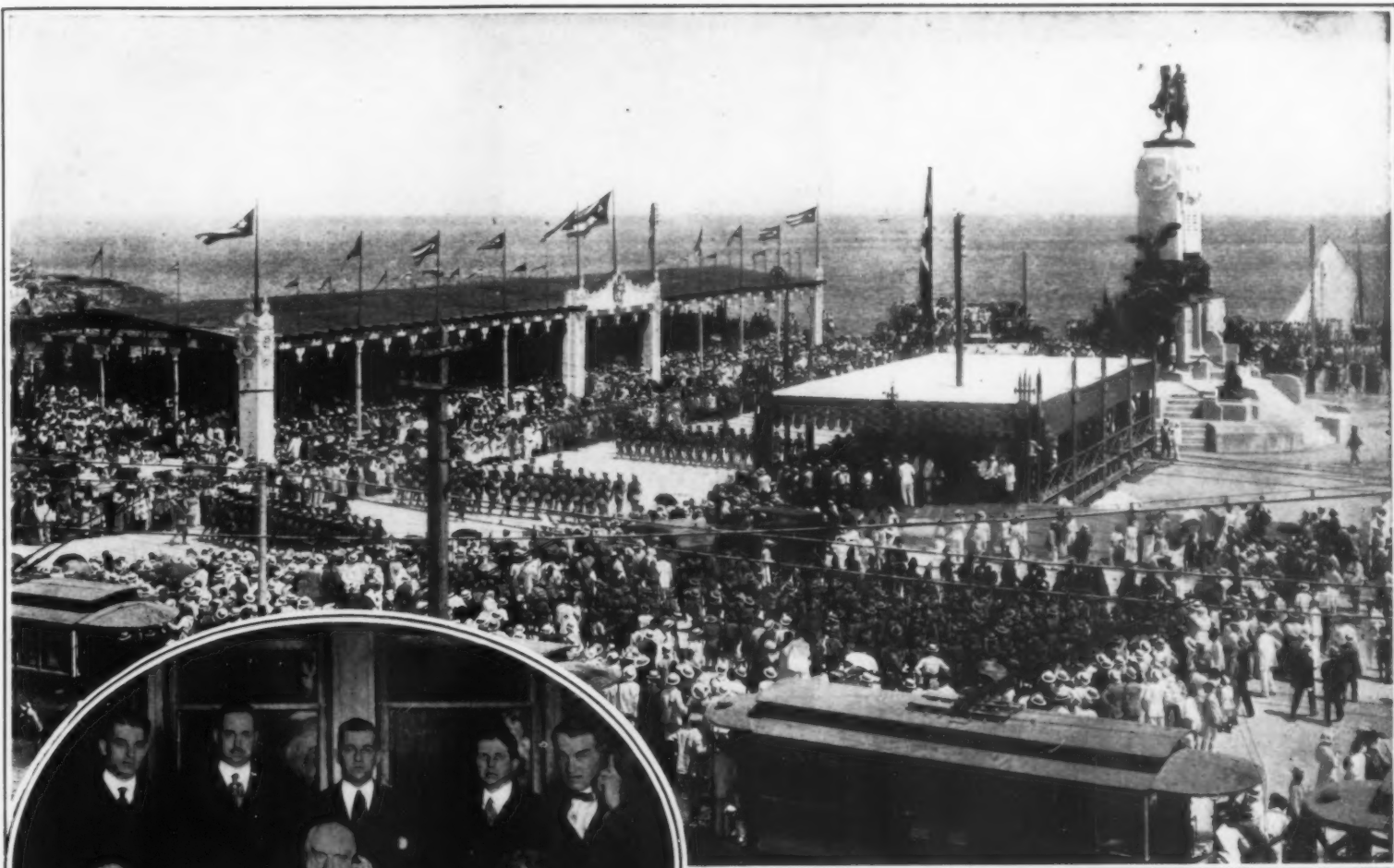
A cloudburst at North McGregor, Ia., June 1st, brought the Mississippi river to a flood stage in a few minutes, and the waters swept over the Chicago, Milwaukee and St. Paul Railroad yards and roundhouse, and did more than \$1,000,000 worth of damage in a few minutes. Twenty-two locomotives were wrecked

and many box cars destroyed, some of them being smashed into kindling wood. A succession of floods, cloudbursts and cyclones in the Middle West during the first week of June resulted in great damage and the loss of more than 50 lives. The storms were particularly heavy in Arkansas.

LABOR HONORS AN EMPLOYER

Ten thousand workers from three states gathered in Wheeling, W. Va., on May 28th to unveil a monument raised by subscription from union workmen as a testimonial to his fairness and justice to his workmen. This is an inspiring occurrence in these days of unrest and hostility between employer and employees. Mr. Pollack was famous as the inventor of the Wheeling stogie.

THE WORLD'S NEWS



AMERICAN PHOTO CO.

CUBA'S GREATEST GALA DAY DRAWS QUARTER OF A MILLION

On May 20th, the Independence Day of the Republic of Cuba, Havana took the lead in the nation-wide celebration by dedicating a magnificent monument to General Antonio Maceo, the Cuban patriot. More than 250,000 people attended the unveiling, and 5,000 men marched in the parade. The soldiers, who were trained by United States army officers, presented an imposing spectacle. Cuba owes its independence to the United States, which freed it from Spanish misrule and without selfishness or reward placed the island republic on its feet as an independent nation; an example of national magnanimity that has no parallel in history.

GILBERTSON
STUDIO

E. H. BENTLEY

AFTER-DINNER SPEAKING ACROSS THE CONTINENT

On May 31st the Seattle, Wash., Chamber of Commerce held a banquet at the Hotel Washington, in Seattle, and invited the Hon. Chauncey M. Depew, and Mr. John A. Sleicher, of New York, to make the addresses. But it was not necessary for these gentlemen to journey across the continent. They merely went to the Western Union offices in New York, where

special telephonic connections had been established, and spoke to an audience 3,184 miles away. The small oval picture above shows Mr. Depew speaking into the transmitter and Mr. Sleicher listening for the frequent applause. The large picture shows the banqueters listening to the speeches through individual receivers with which the tables were equipped.

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWEY
(THE OLD FAN)



PHILADELPHIA'S
YOUTHFUL
DIVING MARVEL

Fourteen-year-old Helen Pennepacker, of Philadelphia, who recently won the diving championship of the Middle-Atlantic States, is, by virtue of her years, one of America's youngest champions. The little water queen is self-taught and has been swimming four seasons. Her record for 100 yards is 1 min., 18 sec., and for 200 yds., 3 min. She also is an accomplished gymnast.

TO-DAY AND—TO-MORROW

Aye, you're the best in the big game to-day
Greatest of pitchers, king of the fray,
Confident, laughing, you stand unafraid
Facing each opponent—never dismayed.
Full in the limelight the envied of all,
Wizard indeed as you juggle the ball.

But while going with the tide,
You'd best cast a glance aside,
Even though it jolt your pride—
Bring a shadow to your brow,
There were great men in the past,
You are neither first nor last,
Here's a question, seldom asked—
Where is Amos Ruste now?



UNIVERSITY OF
CALIFORNIA'S NEW
COACH

Of course you remember Andrew L. Smith, who, along about 1905, when he was a student at the University of Pennsylvania, was the greatest fullback in the East. If you don't remember him it is because you never ran afoul of him on the gridiron. On one occasion he practically disabled Harvard's entire backfield by his running interference. As coach at Purdue he lost but six games, and had the distinction of taking all at the contests played with Cornell. He has just signed to coach the University of California.



HURDLER SIMPSON'S NEW HONORS

Robert Simpson, the famous Missouri University hurdler, the star of the recent track meet at Chicago. He won the 120 yards high hurdle in his own world's record time of 14 3/5 seconds, broke the conference record by doing low hurdles in 23 4/5 and took second place in the broad jump. Wisconsin's athletes, for the second time in succession, won the conference, scoring in 12 of the 16 events and finishing over 14 points ahead of Illinois.

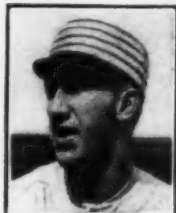


KAHANAMOKU WINS ANOTHER TITLE

Duke Kahanamoku, of Hawaii, one of the world's greatest swimmers, and holder of many records, recently came to the United States to give exhibitions of his skill in various sections of the country. To his many honors he added that of winning the fifty-yards Amateur Athletic Union Championship at Chicago. He is shown here surrounded by friends just before his leaving.



CHAS. PICK



E. MYERS



L. W. WITT

NEW BLOOD FOR MACK'S CLUB

When Connie Mack broke up his great team of stars, scattering most of them to the four quarters of the baseball world, and followed this proceeding by bringing the Athletics home in the cellar position in the 1915 American League race, even some of the wisest fans stated that the wizard who had presented Philadelphia with pennants and world championships had lost his cunning and could not come back. But Mack fooled them, and to-day has the nucleus of what promises to be another championship outfit in the not too distant future. Among the best of the 1916 crop of youngsters with the rejuvenated outfit are Elmer Myers, who opened the season with a startling run of victories for a rookie, and Witt and Pick, whose early infield efforts marked them as coming stars.



WESTERN WOMEN EXCEL AT WATER POLO

The women swimmers of the Pacific Coast have taken up water polo in earnest and so proficient have they become that their skill almost equals that of their more experienced male rivals. Games were played recently at Venice, Cal., and at the San Diego world's fair, and the photograph shows a period of play at the former place when the ball was being put back into clear water after being cleverly blocked.



FOUR-YEAR-OLD SPEED KING

The newest and smallest speed king of the day is tiny Harry Joline, a four-year-old globe trotter, who, in an automobile driven by S. W. Fitzhugh, shown in the picture, and his parents, traveled 14,000 miles in forty-five days. The youngster is never happier than when going at a rate of 100 miles an hour. When the party was captured in Mexico by bandits, the little fellow's precociousness caused them to be liberated. Young Joline is the son of a Philadelphia manufacturer.

PEOPLE TALKED ABOUT



ENGLAND'S STRONG MAN MEETS DEATH IN MARINE DISASTER

Earl Kitchener, Secretary of State for War in the British cabinet, and in the eyes of the world England's greatest man, was drowned off the Orkney islands at 2 a. m. on June 6th when the cruiser *Hampshire* went down either from being torpedoed or through striking a mine. The sea was rough and only 12 of the crew of 655 were saved. The War Secretary, with several members of his staff, was on his way to Russia for a military conference with the Czar. Horatio Herbert Kitchener was 66 years old, the son of a British officer and was bred to the army. He saw service with the French army as a volunteer in the war of 1870. He rose in rank through intense application and hard work. He first distinguished himself with the Gordon relief work in Egypt. Most of his active service was in Egypt, where he proved his ability as an organizer and a fighter. He overthrew the Mahdists and established British rule in the Sudan, of which he was made governor general. As chief of staff to General Roberts in the later phases of the Boer war he was largely responsible for the ultimate British success. He then went to India as commander-in-chief. In 1911 he was made Agent and Consul General (practically governor) in Egypt. When the Great War broke out he had just been made Earl Kitchener of Khartum. An almost universal demand resulted in his being made war minister, and he set about the task of creating an army of millions out of untrained material. His success will always loom large in history. In 20 months he had enlisted and trained 5,000,000 volunteers—a feat that has no parallel in military annals. The picture to the left is of Kitchener in 1913; the one to the right shows how two years had aged him.



KNIGHT ERRANT OF THE AIR

George Boillot, aeronaut, who before the war was the champion automobile driver of France, and whose early service in the army was as chauffeur for General Joffre, was killed recently in a duel with five German aeroplanes. In sending us this picture of him and his military aeroplane our correspondent writes: "This is a picture of Boillot and his machine taken when he was visiting his brother in his home town of Etampes a month ago. At that time he had just come through a very harrowing experience on the front. He had attacked a Fokker over the French lines and the cable that controlled his elevating plane was shot away, so that his machine began to fall bottom side up. At about 1,000 feet above the earth the thing righted itself and fell in such a way that he was not seriously injured. He crawled out of the wreckage and saw the remains of the Fokker piled up a hundred yards away. His last shot had gone through the head of the pilot. His last fight was typical of the man. His machine could do circles around the Fokkers, five of which attacked him at once, but he refused to escape. He brought down one of them and then went crashing to earth with two bullets through his body."



GERMANY'S GREATEST AIRMAN

Lieutenant Immelmann, the idol of Germany, is credited with having destroyed more enemy aircraft than any other aviator in any of the armies. The number is variously stated up to 15 or 18. He has been decorated repeatedly and the popular belief is that he bears a charmed life on account of the many narrow escapes he has had in mortal combat. Individual initiative counts in the aviation service as nowhere else in modern warfare and Immelmann's many victories are due to his superior skill and courage.



ANTARCTIC EXPLORER AND HIS DEVOTED WIFE

Just as even his wife had about given up hope of his safe return from the Antarctic continent, Sir Ernest Shackleton, the British explorer, arrived at Port Stanley, Falkland Islands, after a difficult voyage in a small boat. He had five men with him and left 22 behind on Elephant Island, where his party landed after his ship, the *Endurance*, had been crushed in the ice last winter. The party was short of provisions and Sir Ernest, taking the strongest men with him, set out to obtain relief. A ship has been dispatched to take the party off Elephant Island. Another party of explorers are also stranded in Antarctic regions through the breaking away of the relief ship *Aurora*, last winter.



NEW HEAD OF WOMEN'S CLUBS

Mrs. Josiah Evans Cowles, of California, who was chosen President of the General Federation of Women's Clubs at the biennial convention which closed in New York City June 1st. Other officers elected were First Vice President, Miss Georgie A. Bacon, Massachusetts; Second Vice President, Mrs. Eugene Reilly, North Carolina; Recording Secretary, Mrs. Carrie A. McFarland, South Dakota; Corresponding Secretary, Mrs. Francis D. Everett, Illinois; Treasurer, Mrs. William B. Williams, Michigan; Auditor, Mrs. W. P. Harper, Washington.



NEW PRESIDENT OF CHINA

Yuan Shih-kai, first president of the Chinese republic, died June 6th and the vice president, Li Yuan-hung, became president. Reports that Yuan was poisoned are discredited and it is said he died of stomach trouble. The new president is more acceptable to the rebellious provinces than was his predecessor. He has served in the army and navy.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

DEATH CLAIMS A SHINING MARK

NO other happening of the war has so touched the emotions of all the world as the death of Lord Kitchener. At the outbreak of the war when others predicted a short conflict, the unimaginative Kitchener said it would last three years and would require 5,000,000 English soldiers. The crowning work of his life—the creation of this army of 5,000,000, the largest volunteer force ever gathered—will go down as one of the greatest feats of organization in history. "Without Earl Kitchener," says the *London Daily Express*, "it is probable that we would have lost the war months ago." No one can estimate the magic of the words "K. of K." In the early days of the war, Joseph Reinach wrote in *Le Figaro*, "Lord Kitchener achieves quite as much by his personality as he does by his ability. He is one of the greatest assets, perhaps the greatest, that the Allies have." Kitchener was better known and more admired in France than any other British general, and Premier Briand, in telegraphing the condolences of the French Government, said: "All France will regret from the bottom of her heart the loss of the great chief who caused a magnificent army to spring from British soil." Joseph Choate, former Ambassador to Great Britain, deplors Kitchener's death as a "frightful calamity," while Colonel Roosevelt, describing Lord Kitchener's conquest and administration of the Sudan, characterized him as "one of the greatest figures in the work of spreading civilization." Six years ago Lord Kitchener visited West Point, which he afterward characterized as the "greatest military school in the world," and to which he applied the one word, "Thorough," this being also the motto on his own coat of arms. The *London Morning Post* describes the loss of Lord Kitchener as "a heavy blow to the nation." It is not considered irreparable, however, at this stage of the war, as the army of 5,000,000 has been created and the machinery to support it built up. "He lived a full life," said Lord Rosebery, "and gained a reputation that no other man in these islands possessed. His epitaph should be, 'He did his duty.'"

GERMANY PREPARES TO REGAIN TRADE

THAT Germany does not intend to give up her world supremacy in the dye industry after the war is over is shown by the proposal to form a billion-mark corporation to control the coal-tar dye industry of the Empire. Germany knows that in both neutral and enemy countries efforts are being made to capture her markets, and the dye-makers are particularly concerned over the rise of a new dye-stuffs industry in America. They speak of the necessity of being "armed for the fight," but Germany need have no fear of competition from a new dye industry in the United States unless the latter is given necessary tariff protection. Had American manufacturers been assured of this protection when German dyes were first cut off, we would have before this witnessed the development of a dye industry sufficient to care for our own needs. Germany is enthusiastically pushing an economic union of the Central Powers which shall also include Bulgaria and Turkey. Duke Ernest Günther of Schleswig-Holstein, brother of the German Empress and one of the most ardent advocates of the unity idea, referred to Bulgaria as "the bridge uniting the North Sea and the Black Sea." Addressing the Chamber of Commerce in Budapest, Privy Counselor Leo Lanczy declared that Austria-Hungary must try to arrive at the same arrangement with Germany on the economic field as she had on the military and political fields during the war. A weekly newspaper has been started to encourage the trade unity idea. Count Tisza, the Hungarian Premier, is said to be opposed to the scheme, and it is reported that Kaiser Franz Joseph has told him he would be ousted if he did not cease his opposition. The *Neues Nachrichten* of Munich does

not look with favor, however, on the Berlin-Bagdad propaganda. It points out that German-Turkish friendship is built, not on an economic basis but on purely military and political considerations, that Turkey can never be an equivalent for lost colonies or for over-sea markets, and advises German importers and exporters to work up their connection with foreign countries in a position to sell to them and buy from them, and which will be able to pay for goods purchased. Henry Morgenthau, former Ambassador to Turkey, addressing the Chamber of Commerce of New York City, pointed out the great opening for American trade in Europe after the war. He likened the European countries to a vast factory built up and made efficient through 50



From the *New York World*
A PAINFUL HOME COMING

and the opposition of Japan, he afterward refused to accept the throne and remained at the head of a republic. As a youth Yuan aspired to official position and was fortunate in attracting the attention of Li Hung Chang, who appointed him to the important post of Chinese Resident at Seoul, Korea, when he was but 26 years of age. On the death of the Empress Dowager, Yuan was banished and remained in retirement until the anti-Manchu rebellion developed in 1911, when the regency in despair urged him to return and gave him command of the forces of the north. Yet it was at the dictation of this rescuer that Prince Chun abdicated as Regent and ordered the organization of a republican form of government. Yuan's efforts, six months ago, to restore the monarchy, with himself as Emperor, aroused the southern provinces to rebel. Li Yuan-hung, Vice-President, now succeeds to the Presidency and it is expected that he will unite the northern and southern sections in support of the central government. In Chinese circles in this country little regret is expressed over the death of Yuan since his desire to become emperor proved the selfishness of his ambitions. On the other hand, President Goodnow of Johns Hopkins University, who for a time acted as adviser to the Chinese Government, says of him, "Yuan was a man of marked ability, and his death will mean a big loss to China."

SHARING PROFITS WITH EMPLOYEES

THE bonus, as a method of making the employee a partner, is increasingly popular. Representative Keating of Colorado has introduced a bill in the House of Representatives "to drive the stop-watch and bonus and premium systems from the government arsenals and workshops," but the hundreds of thousands of workmen in scores of companies who have received bonuses are making no protest against the system. The General Chemical Company has distributed by this method three million dollars among its 15,000 employees. The United States Steel Corporation has recently set aside 35,000 shares of common stock for employees who may pay for it on the instalment plan. A bonus is paid annually on shares held by employees more than five years. The General Electric Company plans to distribute between three and five million dollars to its employees in two instalments, the first instalment to be paid August 1st on the basis of 5 per cent. of individual earnings for a six months' period to all those who have been with the company for five years or longer. Alexander Smith & Sons of Yonkers, N. Y., give employees who have been with the company ten years 10 per cent. of their salaries, and 5 per cent. to those with the company between five and ten years. The Youngstown Sheet & Tube Company in its sixth annual distribution gave a quarter of a million dollars to 5,000 employees, this being 5 per cent. of the wages for 1915. The New Jersey Zinc Company of Allentown, Pa., distributed the same amount among its employees as a New Year's gift. The Botany Worsted Mills at Passaic, N. J., distributed \$37,000 to 1,400 of its employees, and Forstmann & Huffman of the same place \$80,000 among 3,000. The John B. Stetson Company celebrated its fiftieth anniversary by giving \$300,000 to its 4,400 employees. The Scovill Manufacturing Company of Waterbury, Conn., and the Crane Company of Chicago, each made a distribution on the basis of 10 per cent. of salaries for the year, the gift of the latter company amounting to \$700,000. The Carner Print Works and Bleachery in Garfield, N. Y., has introduced a bonus plan computed weekly with a 10 per cent. bonus. The unique feature of this plan is that the percentage of profit-sharing is to fluctuate according to the quality and amount of work the hands turn out and the amount of waste that is curtailed. The Calumet & Hecla Mining Company has voted a 10 per cent. bonus computed monthly for the first six months of the year. Many companies are sharing with their employees the increased profits produced by the European war, the duPont Powder Company, in addition to higher wages, giving a 20 per cent. cash bonus payable monthly.

ROOT, HOG!



From the *St. Paul Pioneer Press*
SENATE PASSES \$43,000,000 "PORK BARREL" BILL—NEWSPAPER HEADLINE

years of effort, but so disrupted by the war that it will take years to get the plant working properly again. This is a fair statement of the situation, but what is the United States doing to meet it? Here and there business houses and corporations are devising means to make the most of the opportunity, but as yet there has been no nation-wide movement along these lines.

CHINA'S STRONG MAN DIES

WHETHER he died a natural death or was the victim of poison plotters, Yuan Shih-kai, the President of the Chinese republic, had the distinction of having overthrown the ancient Manchu dynasty and of being elected first president of the republic. In December, 1915, Yuan had himself proclaimed Emperor, but owing to the revolution this stirred up in southern China



From the *St. Louis Globe Democrat*
OFF THE FIRST PAGE

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

RAILROAD STRIKE MUST BE PREVENTED

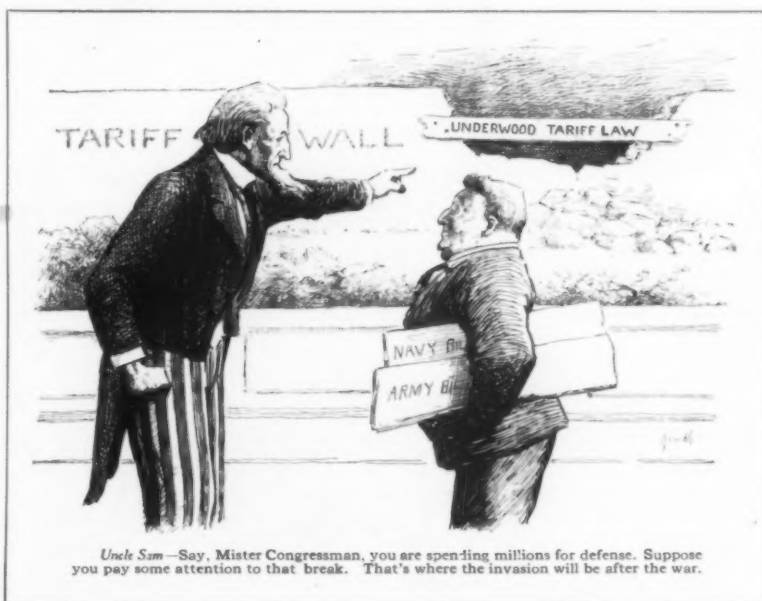
THE United States Government will not permit a nation-wide strike on the railroads. Members of Congress admit that under no circumstances at the present time could they be induced to interfere or express an opinion with reference to the conferences now taking place between the railroad employees and employers. They realize that there would be political danger in such a move. President Wilson likewise has expressed no opinion as to the merits of the controversy and has adopted an attitude of strict neutrality. Nevertheless, it is admitted in Administration circles, as well as among the Republican and Democratic leaders of the House and Senate, that the United States Government cannot permit any strike that would tie up all the railroads of the country and bring about a complete cessation of commerce, with famine in most of the large cities of the country. It would not require the presence of the American army to break a strike. If the Government stepped in, public opinion would be equivalent in power to a military force. From the standpoint of the employees, the chief danger of intervention by the Government lies in the fact that the inevitable result would be that some new system of preventing such disputes would be evolved in the form of legislation. The Government has already taken control of the rates of the railroads. It would be a short step to wage control, and imminence of a strike would force the issue.

WHAT is heralded as "another progressive step in the development and advancement of the material interests of the Territory of Alaska" was recently announced by Secretary Lane of the Interior Department. Ten years have elapsed since the Alaska coal fields were withdrawn from private entry and development. The United States Government has been afraid that if it permitted the development of Alaska, some one might make some money. Even now the same fear is in evidence. While 33,370 acres of coal-bearing lands in the Bering River country and about 13,920 acres in the Matanuska section are restored to entry, the leases to be granted are not to exceed 2,560 acres to any one person or corporation. Areas of leasing units vary in size from 320 to 1,200 acres in the Matanuska region, and from 200 to 1,280 acres in the Bering River section, which begins about 30 miles from the Copper River and Northwestern Railroad. Coal from Matanuska can be brought to tidewater at the new town of Anchorage, about 70 miles southerly. Leases, however, are to be limited to a period of 50 years, and the Government exacts a royalty of two cents a ton for the first five years and five cents a ton for the succeeding 20 years. It is a brave spirit that will embark in the coal-mining business in Alaska under these restrictions. If the same restrictions had been placed upon gold-mining in Nevada in the early days there would have been no such remarkable disgorging of the treasures of the earth. If such restrictions had been placed upon coal-mining in Pennsylvania, or oil production in Oklahoma, there would be a coal and oil famine in the United States to-day. Large capital is necessary for development on a large scale. The danger in the system that is being adopted with respect to Alaska is that promoters will get small concessions and go into stock-selling schemes to delude the public.

A PERSECUTION THAT FAILED

JOHN SKELTON WILLIAMS, Comptroller of the Currency, reads a chapter from the Bible every day. He is a man of high personal integrity and honor. He is also a man of violent temper. Years ago, when he was in control of the Seaboard Air Line, he was ousted as a result of a fight for financial control of the road. He was succeeded by Milton Ailes, Vice-President of the Riggs National Bank. After Mr. Williams became Comptroller, at the beginning of the present Administration, he began to attack the Riggs National Bank. Bank examiners were always working on the books. Mr. Williams wrote scores of letters to the officials, demanding all sorts of information about the methods of the bank. Charles C. Glover, the President of the institution, has for many years been regarded as a leading citizen of Wash-

ington. He has given all his leisure time to the upbuilding of the District and many of the public improvements in the Capital are due solely to his efforts. Mr. Glover and Mr. Ailes went to the Treasury Department to ask Secretary McAdoo whether there was not some way in which they could be freed from the persecution of Comptroller Williams. Failing to get relief, they appealed to the courts, asking for an injunction to restrain Williams in what they described as an "obvious purpose to wreck the bank." Shortly afterwards Mr. Glover and the vice-president and cashier of the bank were arrested on a charge of perjury, the allegation being that they took oath to an affidavit stating that the bank did not deal in bonds and stocks, whereas the Comptroller had obtained proof that the bank did deal in bonds and stocks. The case was tried by a jury in the criminal division of the Supreme Court of the District of Columbia and it took the twelve men just nine minutes to go from jury box to jury room, elect a foreman and ballot on the guilt of the men on trial, and return a verdict of "not guilty."



THROWING AWAY FIFTY MILLIONS

THE Democratic Administration proposes to spend \$50,000,000 for the purchase of ships in the hope that this may lead to the eventual establishment of an adequate merchant marine. The future may be judged by the past. During the Spanish-American war the United States Government went into the ship purchase business. That early experience resulted in the purchase of a considerable number of naval auxiliaries and the later sale of these vessels at a sacrifice. Some of the naval auxiliaries, the prices paid for them by the Government and the prices at which the Government sold them were as follows: *Alexander*, purchase price, \$206,825.25, selling price, \$17,400; *Cheyenne*, purchase price, \$19,639.05, selling price, \$1,690; *Hector*, purchase price, \$200,000, selling price, \$65,150; *Hornet*, purchase price, \$117,500, selling price, \$5,100; *Niagara*, purchase price, \$200,000, selling price, \$75,563; *Restless*, purchase price, \$29,000, selling price, \$1,008; *Shearwater*, purchase price, \$24,000, selling price, \$1,536; *Yankee*, purchase price, \$575,000, selling price, \$2,010; *Yosemite*, purchase price, \$575,000, selling price, \$11,522.04. The purchase of ships at the present time might temporarily relieve the congestion at various ports. It would not solve the problem of a merchant marine. The reason more Americans have not gone into the shipping business is because there has not been enough money in it. In normal times it is hard to make any profit. This is due to the fact that the cost of operating an American ship is a great deal higher than the cost of operating a European ship. American laws compel the payment of higher wages, the employment of more men and the purchase of more equipment. European ships can carry freight at lower rates and thus drive the American ships off the seas. The American merchant marine was built up in the early days by the application of the protective tariff system in the form of a preferential tariff on goods shipped in American bottoms. That is the remedy that should be applied now.

THE NAVAL PLATTSBURG

JUST as the army has its Plattsburg and its rookies, the navy is to have its naval cruise for the training of civilians for service afloat in the event of war. Information concerning the cruise may be had at any of the regular naval recruiting stations in New York, New Haven, Hartford, Albany, Buffalo and Newark. The cruise is to begin August 15th, and last until September 12th. The requirements are just about the same as at Plattsburg. The men who enroll for the cruise are in no wise obligated for future service. When they leave the ships at the completion of the cruise all accounts will be squared. The Government will have given them a month's training for nothing and they will have enjoyed four weeks of such an experience as was never before offered. An applicant needs the endorsement of two reputable physicians, and so long as he is a reputable citizen himself there is no question of his fitness. There will be no mental or physical examination, no hard and fast rules as to weight and height, and minor ailments, such as nearsightedness, which can be obviated by the use of glasses, will not be considered as debarring a candidate. It is simply a naval Plattsburg, a rather informal affair, which is designed to give civilians an opportunity to obtain naval training without obligating themselves for service.

AMONG THE NEW REVENUE FROM AMUSEMENTS

sources of revenue provided by the British Government to meet the increased expenditures for war purposes, the one which has been received by the English public with the most general approval is the carefully graduated tax on amusements. Cinemas, which is the British term for "movies," music halls, theaters, race meetings, football matches, and "shows" of every kind have been brought into the plan of contribution. From this source Chancellor McKenna expects to raise about \$25,000,000 a year. Although there is now war in the United States, the majority of members of the Ways and Means Committee, as a result of recent suggestions, intend to profit by England's example. The new revenue-raising bill will propose an equalization of the tax on theaters, motion-picture houses and similar places of amusement. Theaters and moving picture houses will be taxed on the number of admissions, instead of at a flat rate each year. It is pointed out that it is unfair to tax a motion-picture house in a small town, which shows but once, twice or three times a week, as much as a big house in a large city, which runs seven days in the week and operates continuously from ten o'clock in the morning until near midnight. There are also to be increased taxes on incomes, war munitions and inherited wealth of great proportions.

LAW AND FACTS ON CONTRABAND

THE assertion has been made by the British government that the seizure of neutral cargoes on the suspicion that they are bound for Germany is fully justified by the precedent established by the United States itself during the Civil War. Some Americans who have looked superficially into the matter have accepted the British statement as correct. The facts, however, show that the United States strictly adhered to international law during the Civil War. Much stress has been laid upon the case of the *Springbok*, a British bark which was captured by the United States gunboat *Sonoma* on the high seas on her way to Nassau in 1862. Because the cargo of the *Springbok* was confiscated by the United States it is alleged that the case furnishes a precedent for the seizure by Great Britain of American goods bound for Norway, Denmark, or Sweden. The fact is, however, that the cargo of the *Springbok* was actually proved to be destined for the Southern Confederacy and was on its way to attempt to run the blockade of the rebel ports. Some of the cargo was contraband of war and some was not. The United States Supreme Court released the vessel but the cargo was confiscated. Earl Russell, then the British Foreign Minister, officially admitted that the evidence left no doubt whatever that the cargo had been rightly condemned. If an American vessel bound for Rotterdam had on board a cargo of contraband destined for Germany the case would be analogous to that of the *Springbok*. Great Britain has not officially declared the German ports to be blockaded and has no right to seize non-contraband cargoes.

THE WAY TO PREVENT WARS

BY THEODORE S. WOOLSEY, LL. D.

THERE is a good deal of similarity between the present military situation in Europe and that in the Russo-Japanese war after the battle of Moukden. Then the Japanese had won nearly everything in sight; they had seized a large slice of Russian territory; but their supply of men was running short, their credit was exhausted, their transportation becoming increasingly difficult. So they wisely set Mr. Roosevelt in motion, got into touch with Russia and the Peace of Portsmouth resulted. And Russia has regretted it ever since, realizing that time was on her side and that later events might have evened matters.

The Germans are in much the same position. They too have won many battles and much territory; but their man supply is running down, their finances are not in good shape, transportation is not so simple as it was, the food question seems really acute. What wonder then that they show signs of desire to translate the situation into a peace on the basis of something like the status quo!

What will the Allies do? Has Russia learned her lesson? Is not time on their side also? If we may trust the statements of those who are in a position to speak for the Allies they do not consider themselves beaten, which is the German contention. Peace based on that contention, therefore, is inadmissible. Why, they say, should the side with most men, most money, the command of the sea and abundance of food, give in? The end is not yet; let us see what the year brings forth. At most, the present position is a draw; if we admit a draw, then the world reverts to the situation preceding the war; armaments will continue; all this sacrifice of property and of life is of no avail and the whole thing is to be done over again.

THE OBJECT OF THE ALLIES

And so the question really hangs upon the aim and object of the Allies in prosecuting the war. If they are fighting for territory, or to crush Germany, or permanently to injure her trade, they have accomplished none of these things; it is doubtful if they can accomplish them; and the sympathy of the neutral is not with them. But if, as the Allies assert, they are fighting in self-defense and this can be secured only by putting an end to Prussian militarism, this may be a reason for greater sacrifices yet. But we

are entitled to ask how they intend to accomplish their object. For if this is to be secured by the disintegration of the present German Empire, giving a bit here to France and there to Denmark and another to Belgium, with a new Poland, and Helgoland plus part of the battle fleet surrendered to England, we may have our doubts as to the efficacy, even as to the justice, of their method and suggest a better way, a way which does not look quite so much like open spoliation.

What is the military prowess of Prussia based upon? I think it is based upon her system of conscription—a nation trained to arms and accustomed to the thought of war—and upon the enormous social influence of the military caste. So long as the race has arms and is trained to use them, led by men in the profession of arms, there is a presumption in favor of war, particularly if a people can be made to believe that war is profitable. My point then is that the effective way to end militarism will be to abolish conscription, the widespread if not universal obligation to serve under the colors in the days of one's youth.

Let us see how such a change would be likely to result.

TIME A PEACEMAKER

As time went on, with the youth of the country untrained to war and a people not listening as at present for the word to mobilize, the whole aspect of European diplomacy would alter, because political society would know that the lightning stroke, the bolt out of the blue, was no longer possible.

It takes time, nine months to a year, to train and equip an army, during which interval there is a chance to reflect, to weigh consequences. War would be then, not impossible, but less probable. And with a lessened likelihood of sudden war, the relations with other States would, theoretically at least, grow closer, and armed conflict become gradually unthinkable as it is now between Great Britain and ourselves.

Look also at the probable result of the abolition of conscription upon the officer class. With but few soldiers to command, enough only for ceremonial and police purposes, the military caste would find its occupation gone, for an officer without men looks like a fool. In consequence, the sons of the gentry, now adopting arms as a profession as a

matter of course, must seek a professional or commercial career, carrying into it that energy and standard of personal honor which now make them formidable. Exactly this process, to some extent, is now going on in Japan though for another reason. With trade thus ennobled and thus insured, a country would be apt to fare better in the world's competition.

There is also the enormously important question of the national budget to consider.

War is wasteful, both in process and in anticipation. The interest upon the debt necessitated by the present war is going to be an intolerable burden; the replacement of this war's waste will be costly; the lessened labor supply for years to come is likely to be a handicap. If you add to all this the cost of preparation for war on a large scale, what is the outlook for the military powers? National poverty and suffering are the fruits, with an end put to that social advancement, among the less well to do, which marks our time. It is not a pleasant prospect; and to escape it, to escape the higher taxes, the diminished comforts, the danger of more war, emigration, still farther depleting the labor supply, is probable.

NO MORE CONSCRIPTION

These are the reasons which convince me that the abolition of the conscription system would profit political society, would really advantage Germany itself; moreover, that it is the only way of putting an end to militarism which would be at once effective and in harmony with the world's sense of justice.

Can the Allies rise to such heights, can they achieve such results, can they abolish their own militarism on land and sea after a reasonable interval? To speak plainly, it can only be after decisive victory. For if Germany wins or a deadlock results then her system wins, and we must all imitate it. But is not the ideal worth fighting for? There is one other thought in this connection.

It is those who have made the sacrifices of the war, not those who have made its profits, who will settle the terms of peace. We may help but we shall not lead. We may hold up an ideal, we may help in its realization, we should certainly profit by its consummation, and be ready to do our bit in disarmament, but to others will belong the palm.

AN EMPIRE BUILDER'S WORTHY SON

LOUIS W. HILL is now the most conspicuous figure west of Cleveland and the biggest railroad man on earth." Thus declared a Chicago dispatch, referring to the son who has succeeded the late James J. Hill as controller-in-chief of several great railroad systems, a trans-Pacific steamship line and numerous other enterprises. By the death of the Empire Builder of the Northwest, Louis W. Hill has become the supreme head not only of the Great Northern Railway, with a mileage of over 8,000, of which he has been president since 1908, but also of the Northern Pacific Railway, mileage more than 7,000, and the Chicago, Burlington & Quincy Railroad, mileage exceeding 9,000, a total mileage of nearly 25,000. These three systems extend into many States, represent investments aggregating \$1,365,000,000 and give employment to tens of thousands of workmen. The power and influence wielded by their principal manager justifies the quoted statement of the Chicago correspondent.

When a great man passes away there is always a question as to who is best fitted to continue his life work. In republican America there is little belief in the value of the hereditary principle, and sons of successful men are not commonly regarded as competent to assume the tasks of their fathers. But in numerous instances the law of heredity has prevailed and the talents and character of the first generation have been reproduced in the second. In the business world we have seen the Vanderbilts, the Rocke-



SUCCEEDS HIS FATHER AT HEAD OF VAST INTERESTS

Louis W. Hill, (seated) who at the age of 44 is called the greatest railroad man in the world. He is a tireless worker and a man of vision and imagination.

fellers and the Morgans nobly exemplifying this law. And lately, when the death of James J. Hill caused widespread mourning, there was a general and well-founded belief that his large plans and worthy purposes would not be halted, but would be carried forward with wisdom and energy by his strong and capable son.

WINNING BY MERIT

Louis W. Hill is only 44 years old, but he has proved his capacity for the highest responsibilities since, at the age of 36, he was made president of the Great Northern Railway. His evolution into a railroad magnate is one of the romances of American business life. A graduate of Yale and a man of artistic tastes and abilities, with seemingly no natural bent for business, he threw himself enthusiastically into the work of railroading, accepting a lowly position and winning his way upward by sheer demonstration of fitness. Five years after leaving the university, he was receiving only \$75 a month as billing clerk and he got little more when he married. His Spartan sire exacted from him a severe apprenticeship, but Mr. Hill so completely met every requirement that nobody questioned his right to successive promotions. Nor is there any doubt in the minds of the host of stockholders of the various Hill companies that "Louis," as he is popularly known, will manage the extensive affairs of those corporations with a firm hand and keen intelligence. This fact is recognized in critical Wall

(Continued on page 786)

WAR IN ASIA AND THE BALKANS



SERBIANS AT SALONIKI

They are there to cooperate with the British and French against the Bulgars. At the end of May the press dispatches reported 100,000 landed at Saloniki. At that time the Bulgars were seizing Greek forts along the border.



CELEBRATING A VICTORY THAT NEVER HAPPENED

Crowds in Jerusalem rejoicing over a report that the Turkish forces had crossed the Suez canal. The report was false. The canal was threatened by Turkish forces on several occasions, but the British have never lost control of any section of it. Recent developments lessen the danger of a successful movement against the canal defenses and troops are being withdrawn from Egypt for duty in France.



RUSSIANS IN ERZERUM

Turkish peasants watching the patrol of Russian troops in the captured city. The fall of Erzerum, the capital of Armenia, was the first heavy blow that the Russians inflicted on the Turks. Trebizond, on the Black Sea, was the next important city to fall into the hands of the Russians. The Czar's armies undertook this blow at Turkey only after careful preparation.



SERBIAN PRISONERS IN CAMP

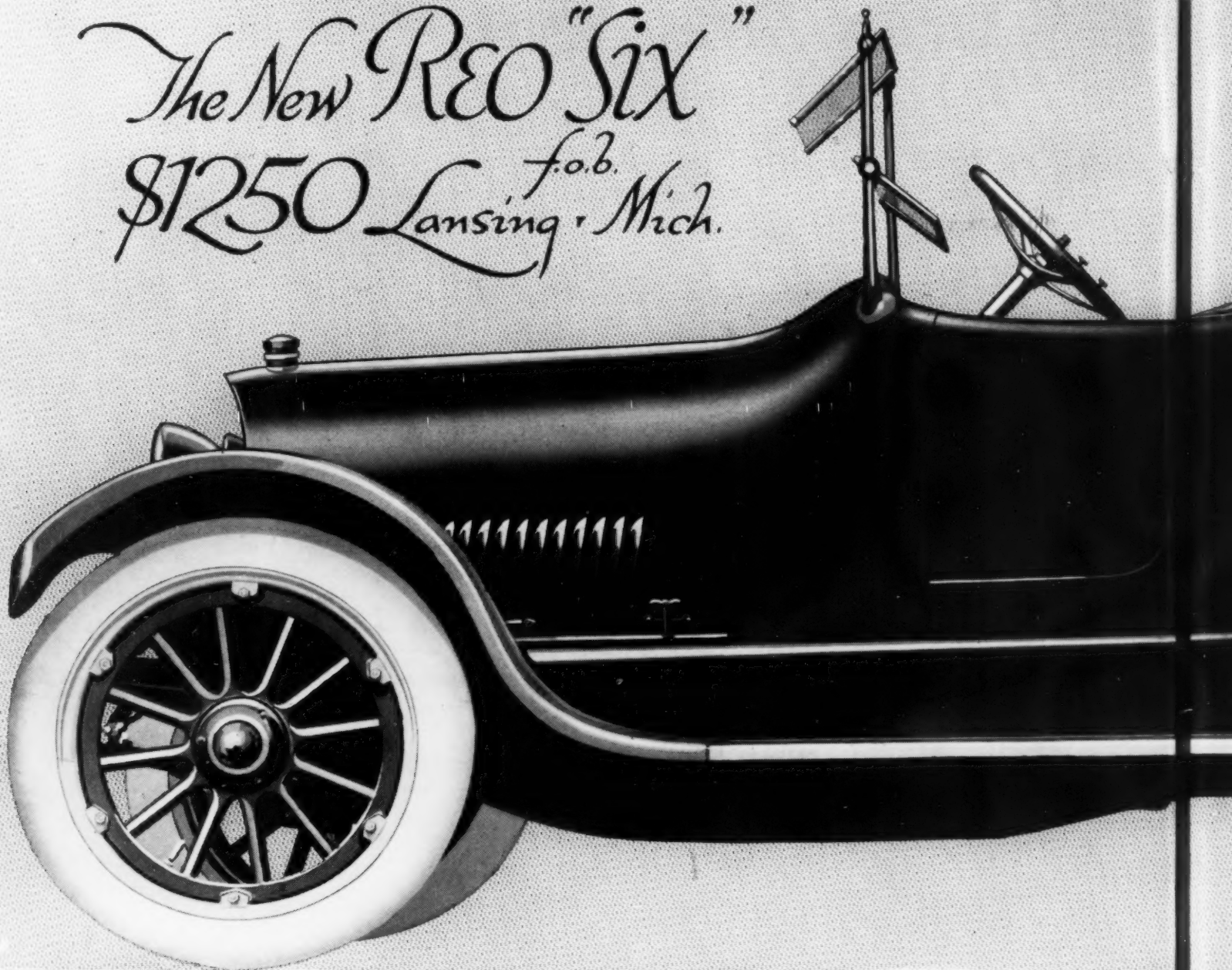
They are in the hands of their neighbors and bitter enemies, the Bulgars. Serbians and Bulgars are much alike in manners, language and social organization. They quarreled four years ago over the spoils of their victory over Turkey, and in the Great War sided with opposite factions.



REFITTING THE ROUTED SERBIAN ARMY AT CORFU

After the Serbs lost their country the remains of the army was moved to the Greek island of Corfu and there refitted and reorganized by the French and British governments. Greece protested against the occupation of Corfu. The Serbian forces are supposed to total about 150,000.

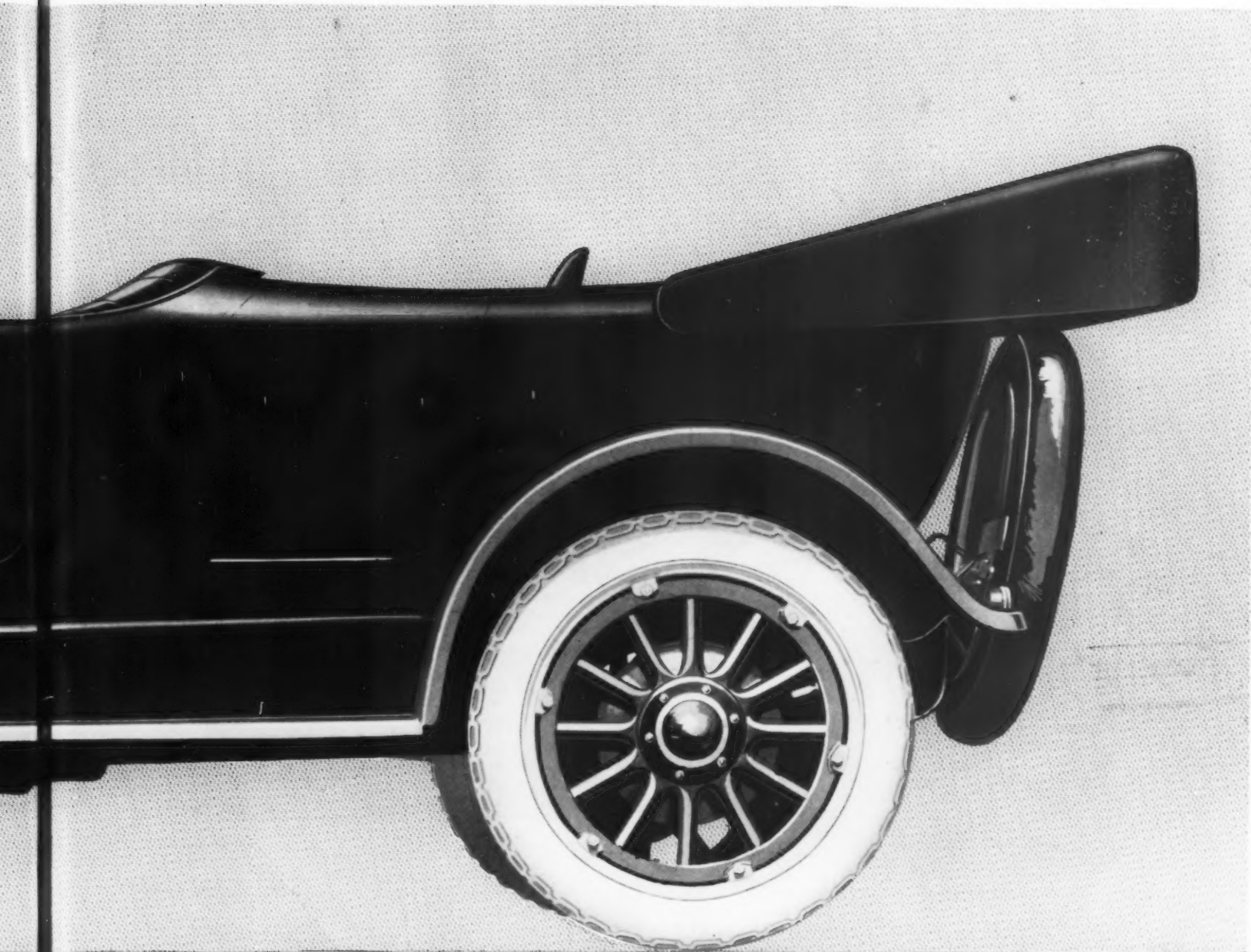
The New REO "Six"
\$1250 f.o.b. Lansing, Mich.



This Reo Enjoys a Standing Th

☛ Just read the ads—note and compare the arguments advanced by the different makers in behalf of the Reo Sixes. ☛ Most of them—this year anyway—feature speed as the chief characteristic of their product. ☛ You hear much of “quick get-away;” of sensational “acceleration”—as if that were something new in motor cars! ☛ And just when most motorists had come to realize that fifty miles per hour is ample for all sane requirements, you are regaled with tales of one hundred miles and more made by “standard stock cars.” ☛ Now, we Reo Folk do not consider those as fundamental. They are incidental only to the big issue—not longevity with reasonable maintenance cost. ☛ Not the “get-away” but the “stay-there”—that is the final

Reo Motor Car Company



That Is Unique Among Sixes

of the Reo idea. ¶ But if you'll test the "pick-up" of this Reo Six and compare the sensation that you experience, ¶ You'll be impressed with the fact that the Reo accelerates more smoothly, softly—and as quickly as you mot can desire. ¶ There's none of that tremor you experience in what we Reo Folk term "flimsy cars." ¶ Make a car light enough—sacrifice stability—and you can have any speed, any "acceleration" cars you desire. ¶ Adopt racing standards, you'll have a racing car. ¶ But, when you do that you must ssue not expect also a car that will live as long; that will be as dependable year in and year out; and is the finally, one, the maintenance and upkeep cost of which is as low as it has proven to be in this Reo Six.

Company, Lansing, Mich.

The FRANKLIN CAR



THERE is a special appeal in the Franklin car to substantial, well-to-do folks who consider the comfort of the entire family.

Its list of owners will prove above all that the Franklin is not the car of a cheap or a showy class of people—but of people who are sure enough of themselves and their position to seek their luxury in service as well as in appearance.

For the fullest service, the ideal family car is one that a woman can drive as easily as a man, without tiring.

It must be a light-weight car.

It must be smooth-riding—save the rider from road shock, as well in back country roads as on the city streets.

It must be easy to steer and control—demand no muscular exertion of the driver, and be safe.

It must be a smart-looking car—appropriate for the morning's shopping, for afternoon or evening use; and commodious for the week-end tour.

To anyone who knows the automobile situation it is most significant that the Franklin has been adopted by so many prominent families who might easily afford any price car.

Every practical-minded motorist should read the new book, "Why the Average Motorist's Dollar is Shrinking." Send your name on a postcard for a copy.

FRANKLIN AUTOMOBILE COMPANY, Syracuse, N. Y.

Leslie's motor department is constantly answering questions about motor trucks, of which the following are typical:

- from an Oklahoma mining corporation for two combination freight-and-passenger trucks
- from a summer hotel for trucks to supplant horses for a daily 16-mile haul from the railroad
- from the president of a Pennsylvania corporation for a fleet of busses and trucks for a private 28-mile haul in competition with a railroad
- from a U. S. Army purchasing agent for two special supply trucks and two motor ambulances for service in the Canal Zone
- from a transfer company, to supplant 40 horses and 30 wagons with motor trucks; etc

If you have any question about motor trucks, H. W. Slauson, M. E., editor of Leslie's motor department, will give you accurate information without charge. You are entitled to this service as a subscriber to Leslie's.

IN "NO MAN'S LAND"

BY F. W. ZINN

THESE photographs were made last summer in the district between Soissons and Berry-au-Bac when the Foreign Legion was holding a position there. The village where they were made had changed hands four times in the fighting and was badly smashed up. When we entered the trenches the ruins were in the "No Man's Land" between the lines and no one could venture there during the day time. At night the German advanced posts were in one side of the village and we were in the other and there was continual patrol fighting. Later they were forced back and we stayed in the town continually, living in cellars during the day and doing guard duty all night. Sentry duty was exciting, for there was nothing to keep German patrols from coming in and if the sentinel was not on the *qui vive* every minute he had a bayonet thrust through him or got a smash on the head with a rifle butt. It had been a very rich town and the inhabitants had moved out with a bare hour's notice. In one chateau, only partly demolished, and where the piano picture was taken,



AN ADVANCE POST

Here a sentry must be on his guard through the darkness of the night lest he be surprised and slaughtered.



ONLY THE CELLAR WAS INHABITABLE

Mr. Zinn and his comrades lived here for more than a month after the French took and held "No Man's Land."

there was a wonderful library and if we had not been so dead tired from guard duty we could have enjoyed our days immensely. We moved enough furniture into the cellar to fit us out luxuriously. The cellars we did not use as living quarters were turned into tombs. We left about 400 men there, chiefly sniped off or killed in night fights.

While I was in the hospital I lay next to a man who had just come from this village, and he told me that the place is now protected by trenches and plenty of barbed wire so that it is very quiet, but it was certainly anything but quiet.



THE CHARMS OF MUSIC

When not too tired the soldiers made use of a piano moved by them into their cellar refuge.



BARRICADES TO KEEP THE GERMANS OUT

These were built of the debris of shattered houses. Many streets were so full of wreckage as to be impassable.



Tires that do not manufacture Vibration

ST. CRISPIN, patron Saint of the Shoemakers, first "Carpeted the Earth with leather."

That "Miracle" he performed by the intelligent device of putting leather soles under the King's feet.

The *Pneumatic* Tire went him one better, by "Carpeting the Earth" with a soundless, vibrationless, *Cushion* of Compressed Air.

Without that vibrationless "riding on Air," Motoring never could have become the *Luxurious Sensation* which has made it the World's greatest outdoor attraction, — a delightful soaring over cushioned roads, instead of merely driving over them with jolt and jar transmitted from every pebble and rut.

This "*Pneumatic*" quality in a Tire, then, is its most VALUABLE characteristic, producing a result which chiefly justifies the total expense of Car-Ownership.

• • •

WHY then, should Car Owners tolerate Tires in which the Fabric is so many-layered as to render them stiff, thick, slow in action, and no longer truly *Pneumatic*.

—Tires that are "Muscle-bound," and so cannot flexibly negotiate the myriad pebbles, and minor road ruts, in order to absorb Vibration?

—Why should Car Owners pay additional for "*Semi-Pneumatic*" Tires, which also have "pebbles," and "ruts" of Rubber deliberately MOULDED ON TO THEM in the form of unbridged projections?

Why should the Car Owner equip his Car to deliberately manufacture Vibration, even on the smoothest roads, by bounding from one unbridged Non-skid tread projection to another, as from pebble to pebble and from rut to rut?

OBERVE—in Diamond Tires, as pictured above, the skillful bridging of the Squeegee, (Non-skid) Tread grips, to conserve *Pneumatic* smoothness of running.

Observe that these bridged Non-skid grips, while guarding against Side-skid, or Forward-Skid, in Mud, Snow, or Slippery places, do not manufacture Vibration themselves.

Observe, too, that this efficient Diamond "Squeegee" tread enormously strengthens the Tire, by its bridged construction, avoiding thereby that uneven pressure, in spots, which tends to separate layers of Fabric.

DIAMOND Tires are TRUE *Pneumatic* Tires.

Springy, Flexible, Buoyant, Vibrationless and Power-Increasing (which means Gasolene-saving, too).

Their black "Velvet" rubber Treads are deliberately made *Stretchy*, Strong, and *Clingy*, so that they may freely and flexibly "negotiate" the myriad small obstacles on the road.

—Obstacles which might cut into stiffer and slower Tires, while injuriously jarring the Car Mechanism, and uncomfortably jolting the Car Occupants, at every pebble and rut.

Ride, even once, on 1916 "Velvet" Rubber DIAMOND Tires, and note a new satisfaction in Motoring.

—More ready Response - to - Power, — more Liveliness in action, — further Coasting capacity, and the greatest travel-range, for each Dollar invested in Tires, that Tires have ever given you.

Then compare the moderate fair-listed prices of these nimble, long-lived, *Diamond* Tires, with what you must pay for heavy "Muscle-bound" Tires, that have NOT the luxurious PNEUMATIC quality of Diamond Squeegees.

Diamond SQUEEGEE Non-Skid Tires

BLACK TREAD, WITH RED SIDES



The FEDERAL Has the Right of Way

G-r-r-u-n-n-k! Says the insistent horn.
Make way for FEDERALs and bigger business.

Time is money—big loads are being hauled quickly to distant customers—men and machines must be kept to their maximum work.

Slow vehicles must not retard modern progress—they have no choice but to move aside—today's deliveries must be in tons—not in pounds—outlet must keep pace with output.

Just as the old slow "hand work" has been replaced with fast machines—so is the slow horse being supplanted by the get-there-and-get-back-for-another-load Federal Motor Trucks.

In the shortest month this year a Federal Truck in regular work handled 614 tons of merchandise, and made an average of over eight trips per day for its owner.

Federal do not get tired—they do not eat between jobs—you can impose on them day or night and still they do your big work—willingly.

Federalize your business today—ask us for interesting data concerning Federal in your line. "Traffic News" also sent to you on request.

Federal Motor Truck Company
Detroit, Michigan

1½, 2 and 3½ Ton Worm Drive Motor Trucks.
"Federal" Sold in Every City in the United States.



A real Guarantee

To be more than a mere scrap of paper, a guarantee must be absolute—and backed by a concern able and willing to make good. The General's guarantee on CERTAIN-TEED Roofing is not only absolute; it is backed by the world's largest roofing and building paper mills, making one-third of all the roll roofing made in America.

The guarantee is for 5, 10 or 15 years, according to ply (1, 2 or 3). This guarantee is possible because the roofing is thoroughly saturated with the General's own blend of soft asphalt, and then coated with a harder blend which keeps the inner saturation soft, and prevents drying-out.

General Roofing Manufacturing Company
World's Largest Manufacturers of Roofing and Building Papers

CERTAIN-TEED is made in rolls; also in slate-covered shingles. There is a type of CERTAIN-TEED for every kind of building, with flat or pitched roof, from the largest sky-scraper to the smallest out-building. CERTAIN-TEED is sold by responsible dealers all over the world, at reasonable prices.

MOTORISTS' COLUMN

MOTOR DEPARTMENT

CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



PULLING ITSELF OUT OF A MUD HOLE

This car is provided with a drum attached to the rear wheel. A rope passed around this drum, with one end tied to a tree and the other held in the driver's hand, can be made to pull the heaviest car out where no traction could otherwise be obtained. It is necessary, however, to lock the unused wheel so that it cannot revolve in the soft mud.

TESTING THE CAR FOR ECONOMY

HOW far will she go on a gallon of gas? is a question which is daily annoying every motor-car dealer. The annoyance caused by this question is not based on the fact that the figures of such a performance might be a secret which the manufacturer or dealer would not care to divulge, so much as upon the impossibility of definitely giving a fair answer. A car which is advertised or guaranteed to travel twenty miles on a gallon of gasoline may do so consistently under favorable conditions at the hands of an expert driver, trained to take advantage of every down grade, and whose use of the accelerator, brakes and clutch is influenced constantly by regard for the record to be attained.

And yet this same car in the hands of the average user might deliver but fourteen or fifteen miles on a gallon. Such results would react in the mind of the purchaser to the detriment of his car and its carburetor, and would probably cause him to lose faith in all advertised statements of that car's performance.

It is the average performance, attainable by any good driver, which should form the recognized gasoline consumption of any car. If an excellent performance under certain conditions can be obtained by a dozen or a hundred drivers, each handling a different car of the same make and model, that average may be taken as fairly representative of the results obtained under those conditions. But for one car manufacturer to advertise as the normal gasoline consumption results which have been obtained under exceptional conditions by an expert driver, and for another car manufacturer to advertise the gasoline consumption as the actual average mileage obtained by the "every day" driver, is manifestly unfair to the latter. Steps should be taken by dealers and manufacturers to standardize such claims and to place them on a basis which will leave no doubt as to the conditions under which the tests were made.

The American Automobile Association, which is the acknowledged body governing automobile contests and deciding upon official records, has already taken the attitude that mileage tests, or economy tests, should be followed by accelerating tests without any change in the adjustment of the carburetor. Under such requirements average driving conditions will be obtained, for a richer mixture is required for rapid acceleration than is necessary when the

car has attained its normal speed and the motor has "settled down" to ordinary work. By setting the carburetor for an exceedingly lean mixture, which would serve to keep the car under way on a level at its desired speed—but which would not be sufficiently rich for the quick "pickup" or hill-climbing of ordinary travel—figures will be obtained which will literally indicate the ability of the car. But such results as outlined above will not be representative of normal conditions and they cannot be obtained by the average driver. It is our contention that the ordinary purchaser of a car will be more impressed with a conservative figure indicating the mileage which he is more certain of securing under day-in and day-out conditions than he will be with astonishing figures obtained under conditions which he would seldom be able to duplicate. Of course, a series of tests made, for example, with the top and windshield down, will prove interesting as to the ability of the car under favorable conditions, and if the prospective purchaser understands the circumstances under which such tests were obtained, he may discount the resulting mileage by some ten or fifteen per cent., and thus obtain figures which will approximate his own probable results.

Dealers throughout the country have been conducting economy tests and the sale of a car is oftentimes contingent upon the results obtained. To the prospective purchaser, given the opportunity for such an economy test on the car in which he is interested, we would suggest the following requirements:

A tank holding exactly one gallon should be affixed to the dashboard under the hood and connected with the carburetor by means of a shut-off valve and a short length of rubber tubing. The test should be made after the motor has been thoroughly warmed up by a five- or six-mile run with gasoline furnished from the main tank. The speedometer should then be set at zero, the main gasoline feed disconnected, and the tubing from the supplementary tank attached in its place. No change should be made in the carburetor adjustment, and as an indication of this, at the end of the test it should be demonstrated that the car can "pick-up" as rapidly and climb a steep hill as well as though no economy test were contemplated. The fairest type of test would be one in which the same road was traveled in each

(Continued on page 785)



Hose of Luxite

It is hoped that you will take advantage this summer of our years of expert work in perfecting this fine-stitched, shapely, shimmering hosiery. Its exceeding beauty is the natural beauty of superfine Japanese Silk. It is not attained by metallic compounds in the dyes used in so much other hosiery that is made of low-grade silk.

You can't detect "loaded" hosiery—but you can avoid it by demanding pure dyed HOSE of LUXITE in the stores. It is extra reinforced.

MEN'S PURE SILK, 50c
Women's Silk, 75c, \$1 and \$1.50

Made also of fine Lusterized Lisle and of Gold-Ray—the scientific silk—as low as 25c for Men, Women and Children. Write today for dealers' names and descriptive booklet.

LUXITE TEXTILES, Inc.
574 Fowler Street, Milwaukee, Wis.
New York Chicago San Francisco Liverpool
Makers of High-Grade Hosiery Since 1875



"ALL my life every magazine I've looked into has had a picture of a man's leg with a certain kind of garter on it—Boston! So when I go into a store to buy a pair of garters I just naturally say 'Boston.' So do you!"

—ANNE ROSE PEALE
in the delightful play

"IT PAYS TO ADVERTISE"
By Roi Cooper Megrue and Walter Hackett
now in its third successful year.

Boston Garter

814 R. 800 *Patent Grip* GEO. FROST CO.
L184 800 MAKERS, BOSTON

Garage \$69.50

10 x 12 feet "Steelcote"
Edwards ready-to-use garage, \$69.50 complete. Factory price. Fireproof. Portable. Quickly set up. All styles and sizes of garages and portable buildings. Send postal for illustrated catalog.

The Edwards Mfg. Co. 225-225 Eggleston Ave., Cincinnati, O.

MOTORISTS' COLUMN

(Continued from page 784)

direction. For example, if the dealer is certain that 18 miles can be made on a gallon, he should drive nine miles out from the starting point and return by the same route, so that the effect of the wind and of hills will be neutralized and the average conditions will be obtained.

Contests and trials made under these conditions cannot help but dignify results as a whole, and lend a spirit of fairness and accuracy to every written or verbal statement of the reputable dealer. But the prospective purchaser should not rely too much on economy and acceleration tests. The main requirement of a car is reliability and sturdiness of construction. If strength or dependability have been sacrificed to "quick pick-up" or a few additional miles travel on a gallon of gasoline, the cost in the end will be far greater. After all, the expense of fuel is but incidental, and while it should represent one of the principal items of car ownership, in too many cases it is overshadowed by repair bills, tire cost and expenditures for necessary equipment which should have been furnished with the car.

QUESTIONS OF GENERAL INTEREST

ADJUSTABLE PEDALS

M. I. P.: "Is the modern car provided with any arrangement whereby it may be driven by persons of various heights? I am rather a tall man and most of the medium-priced cars do not seem to have sufficient leg room between the seat and pedals to enable me to drive conveniently."

You will find that most cars are provided with an adjustment whereby the length of the pedals may be changed easily. Some cars are also provided with movable front seats which accomplish the same purpose as that served by the adjustable pedals.

BREATHING EXHAUST GAS

J. O. H.: "I have read of several cases in which chauffeurs and car owners have been overruled while working over their machines. In all such cases the motor was running and I assume the trouble was caused by breathing the exhaust gas."

The exhaust gases from an imperfect mixture are dangerous to breathe, especially if the motor is operated in a confined space where there is but little ventilation. The effect will be dizziness and finally complete insensibility, and if nobody is near at hand to shut down the motor, death may result. If the motor is to be run in a confined space, the windows and doors should be opened and the operator should not work close to the ground or to the floor where the fumes will be most dense. These accidents do not occur so frequently in public garages, because of the larger space which furnishes sufficient air to dilute the poisonous gases.

REFOCUSING LAMPS

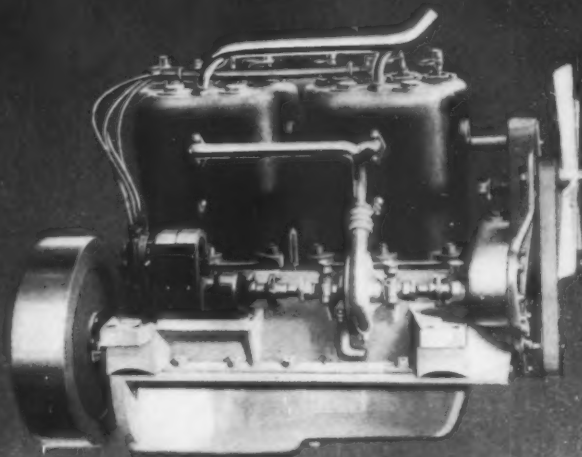
D. P. M.: "Is it necessary to change the focus of my lamps when using the nitrogen-filled bulbs?"

The nitrogen-filled bulbs are smaller than the so-called tungsten lamps and the shape of the point of illumination is different. Therefore, in order to throw the rays from the lamp properly, the point of illumination should be brought to the same point in the lamp. This will mean moving out the bulb of the smaller nitrogen-filled lamp or moving it back when the larger one is used.

WHERE TRAILERS DO NOT PAY

L. P. C.: "I have a three-ton truck to which I am contemplating attaching a trailer in order to carry an additional load of three tons without adding this weight to the tires and running gear of my truck. Is this advisable?"

A leading truck manufacturer, after studying the situation closely, has come to the conclusion that trailers do not prove profitable so far as upkeep cost and depreciation is concerned if they must be drawn over rough road surfaces or up grades in excess of three or four per cent. He finds that the wear on the tires caused by carrying the load on the truck and by pulling the double load is excessive, and that except in instances in which the load must be distributed over a greater number of wheels, the three- or four-ton truck loaded with its normal load is the most efficient.



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AN EMPIRE BUILDER'S WORTHY SON

(Continued from page 778)

Street. There was practically no distur-
bance in the market values of the Hill stocks
after the death of the famous magnate.

All Americans feel an interest in men who
become conspicuous because they have
made good, and many would like to know
what manner of man Louis W. Hill is. Per-
sonally he is exceedingly popular, for he is
benevolent, tactful and a good mixer. He
likes to come in contact with all varieties of
humanity. A painter of more than ordinary
skill, fond of art, and with a lively imagina-
tion, he is yet as practical as the most hard-
headed of men. In the popular view his
qualities form a rather rare combination for
a railroad president. But they are a good
equipment for one in the station he is to
occupy. In this post of duty, Mr. Hill's
thorough knowledge of men and his knack
of handling them will stand him in good
stead. He possesses the gift of bringing
out the full efficiency of his subordinates.
He is himself an indefatigable worker and
allows nothing to interfere with his duties.

LOVE FOR RAILROADING

So much pleasure does Mr. Hill derive
from railroading that he plans to make a
railroad man of his 11-year-old son, James J.
Hill, 2d, who is already an artist and a poet
of promise. Mr. Hill declared in an inter-
view that "Jimmy" would make the best
sort of a railroad man, and to bolster up this
contention he said: "The railroad business
is a poem and a work of art. I believe that
my father's naturally artistic temperament
gave him his prophetic imagination and his
natural and sure foresight in laying out
maps and plans."

But Mr. Hill's activities have not been
confined to railroading; he has branched out
in various directions, and in all of them has
shown himself a man of resources, initiative
and original ideas. As was shown in an in-
teresting article written a few years ago for
LESLIE'S by its former Washington corre-
spondent, Robert D. Heintz, to Mr. Hill more
than to any other individual is to be credited
the development and popularizing of Glacier
National Park as a resort for the tourist.
Mr. Hill's artistic and poetic temperament, as
well as his business sense, was so impressed
with the attractions of this natural marvel,
that he induced the Interior Department and
Congress to grant him a free hand in intro-
ducing improvements to make the park ac-
cessible and comfortable for tourists.

Another of Mr. Hill's favorite enterprises
has been the Northwest Development
League, which has been influential in pro-
moting the interests of that section to a
marked degree. Many a stretch of excellent
roadway in Montana and North Dakota is
due to Mr. Hill's efforts to stir the civic
pride of communities. Akin to this endeavor,
was an achievement by Mr. Hill a few years
ago which attracted nation-wide attention.
This was the sending of a splendidly ap-
pointed special train through to New York
and Washington to advertise the products
and the opportunities of the great North-
west. Among the passengers on this train
were eight governors, two ex-governors, a
lieutenant-governor and two representatives
of governors.

A DREAMER AND A DOER

Additional undertakings in which Mr. Hill
has been the moving spirit might be de-
scribed, but those cited suffice to indicate his
mental breadth and versatility. The quali-
ties he exhibited in these enterprises and his
complete mastery of the railroad business
convince one that the Hill traditions will not
suffer at his hands. In fact, the Hill policies
will persist with all their old and with added
vitality. For Louis W. Hill is not a mere
master of gigantic routine; he is a dreamer
of new and greater things, constructive and
progressive, and he will expand his heritage
and will render vaster service to the com-
munity in the future than in the past.

Trust Your Taste Not Mine

Most of the thou-
sands of men who
are smoking J. R. W.
cigars were satisfied
with a store cigar be-
fore they tried mine.
It surprised them to
find one so much better.
You have wondered at
times if there was a bet-
ter cigar than your regu-
lar smoke at the same or
less money. If you are
smoking a 10c straight or
two for a quarter, there is.
But don't take my word for
it. Your taste should decide.

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the leaf. There can be no
inflated values in J. R. W.
cigars, because the sales-
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and the store up-keep have
been eliminated. These sav-
ings are made in your favor.

Many men answer my ad-
vertisements merely from curi-
osity, and admit it when they
write. I am glad to hear from
them. I want to satisfy your
curiosity also. When you
smoke your first J. R. W. you
realize that you have found an
unusually sweet cigar—smooth-
burning and mellow.

The leaf I use is selected for
me from the crop grown in the
Vuelta district of Cuba. Only the
best of the year's output is used.
Proper aging and careful cigar-
making combine to make the
J. R. W. a delightful smoke.

Smoke Five Given

Send me only your name and ad-
dress on your business card or let-
terhead, and enclose 10c to cover reve-
nue, postage and packing. I want you
to smoke five from the box I will send you.
When you find they are really "your
smoke," send me a check or money order
and I will replace the five smoked. My price
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BY W. E. AUGHINBAUGH



PRIMITIVE RED CROSS WORK

Native bearers of Angola, Africa, carrying a sick man to the medical missionary for treatment. Most of the freight regions is carried on the backs of men and women.

THE vast continent of Africa is the least known commercially and politically of all the great divisions of the world. With the adjacent islands of which Madagascar is the largest it covers an area of 11,498,000 square miles and is the home of about 140,000,000 people, of whom 138,000,000 are negroes, and only 2,000,000 whites.

The northern part of Africa has a bulwark erected by nature against invasion in the shape of the Atlas Mountains, which run almost its entire width and on their inland side gradually merge into the Sahara, the largest desert in the world. From the Sahara the land gradually rises into plateaus and tablelands.

With the exception of the northern portion and the great desert this continent is well watered, its aqueous system including the Nile, 4,000 miles long; the Congo, 3,000 miles; the Niger, 2,600 miles, and the Zambesi, 2,000 miles. There are many wonderful lakes, one—Lake Chad—having an area of 39,400 square miles.

AFRICA IS TROPICAL

Four-fifths of Africa is within the tropic zone, the area of greatest heat being along the coast, the lower plains and the desert. From November to April northern Africa has a climate like spring and is attracting tourists from all over the world.

The commercial intercourse of this vast continent with the rest of the world is insignificant. England, France, Italy, Belgium, Portugal, and Spain have colonies there. The German possessions have been taken by England. Each of the dominant nations controlled the trade within its territory and the land adjacent thereto. In the French, German, Italian, Belgium and Portuguese sections, special partiality in duties was shown goods imported from the mother country. Great Britain's policy of free trade gave all nations an equal opportunity for doing business in her possessions, the largest in Africa.

Except in Egypt and the four states which comprise the South African Union, Africa has few railroads. As a consequence, transportation is chiefly carried on by light-draft boats on the large rivers and lakes, while access to the interior is by caravan across the desert or by porters through the almost trackless jungles. The camel trains which cross the Sahara often travel from three to four thousand miles, involving enormous outlay of capital and at great risks. They require about two years for the round trip and by this method the wares of the civilized world are exchanged for the products of the Sudan.

The bulk of the business is done by barter

and trading. There is little money in use except in the more thoroughly Europeanized colonies. Adventurous Englishmen, Germans, French, Belgians and Portuguese have established trading posts in advantageous locations, and after a few years of exile in the wilds have amassed fortunes.

There are but two independent countries in all of Africa—The Republic of Liberia and Abyssinia. Liberia was established by the American Colonization Society in 1821 for freed negro slaves. From its birth to 1860 perhaps 18,000 freed slaves emigrated to its shores, while since the emancipation proclamation only 4,000 American negroes have joined their future with it. Besides this original population and their descendants, now numbering 15,000, it has 40,000 Christianized natives and 2,000,000 pagan inhabitants. Since its foundation it has retrograded until the United States assumed control of its finances, loaning the country \$2,000,000. English is spoken. I recently had a letter from its vice-president stating that his country had large quantities of coffee, rubber, hides, cocoa, ivory, teak, mahogany, skins and feathers to trade for foodstuffs, bacon, cotton goods, shoes, hardware, tools, medicines, cutlery and tobacco. A profitable business might be done with this place and a real opportunity awaits the pioneer here.

ISOLATED ABYSSINIA

Abyssinia has an area of 350,000 square miles and a population of 5,000,000. As it has no seaport, exports and imports for it must go through French, British or Italian territory. Goods intended for Abyssinia should be shipped via Aden. The capital, Adis Ababa, of 50,000 inhabitants, is a typical jungle city. A British bank—the Bank of Abyssinia—operating in conjunction with the National Bank of Egypt has a 50-year monopoly of the banking business, and maintains branches throughout the country, the currency having as its unit of value a Menelek dollar, worth in our money about 49 cents. Abyssinia does a gross trade of \$6,000,000 yearly, one item alone—cotton goods—being imported to the extent of \$1,200,000 last year.

It imports in addition sheeting, arms, ammunition, cement, flour, rice, candles, matches (from Sweden), kerosene, carpets, rugs, hats, umbrellas (the emblem of respectability is an umbrella), hardware, tools, tinned foods; and exports coffee, skins, ivory, civet, ostrich feathers, hides, gold and livestock.

In that country if one is willing to suffer privations for a few years he can amass a fortune as a trader.



The Engineer

—ever alert to trouble ahead—heeds the first danger signal.

But how many of us run past danger targets in the form of headaches, heart-flutter, biliousness, nervousness, or some other symptom of possible disaster and **forget to look ahead.**

The cause of these and other obscure ills is often found to be the drug, caffeine, in coffee, which, used regularly, sooner or later impairs the health of many of its users.

Any coffee drinker who values health, steady nerves and a clear head, should quit coffee entirely and use

POSTUM

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Postum comes in two forms: The original **Postum Cereal** must be well boiled; **Instant Postum** needs no boiling—a level teaspoonful in cup of hot water makes the same delicious drink—instantly. The cost per cup is about the same for both forms.

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Detach, Sign and Mail This Form Now
Full names and address of the person to whom the course is being sent.
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WITH PERSHING IN MEXICO

(Continued from page 771)

Walking 27 miles along a pleasant country road may not seem much of a feat to the reader, but the hike these troops made was through a hot, sandy desert with a 50-pound pack fastened to the back. And 19 of those miles were covered without water! Scores fell behind the column and dragged themselves along, footsore but not disheartened. Scores fell to the parched earth in exhaustion. But the column never rested until it reached the camping place, Boca Grandes, an oasis past which a small but cold stream flows. Odd as it may seem, all the rivers in the Mexican deserts through which the American troops have passed are cold.

But since that first memorable hike the troops have become inured and now can make the same distance without suffering. And the infantry with the expedition has traveled afoot 415 miles into the interior and will probably have to walk back when the expedition ends. This record of nearly a thousand miles, hiking is unequalled in American history. It is doubtful if any large numbers of troops in Europe have gone 500 miles afoot, as the railroads are used when any great distance is to be covered.

FOOD BLOWN FROM PLATES

The American camps at Dublan and Namiquipa were always dusty and windy, dust getting into the soldier's mess kit at meal time, and frequently the wind was so strong it blew the food from his plate. Most of the time the troops have fared well, having three times daily black coffee, beans, bacon and bread. Sometimes they would have the menu varied by rice and fresh beef. When troops remained at a supply base there was plenty of food, but on the move they had only coffee, beans and bacon.

The troops of Colonel Howze, Colonel Brown, Major Tompkins and Colonel Dodd, who went as far south as Parral, were less fortunate. Most of these left northern bases with only four or five days' rations and did not receive a renewal for more than a month. They were compelled to live on the country, which at this time affords a poor living. But the men managed to get along on tortillas. The campaigning proved harder on horses than men and many animals were lost. When Dodd's and Howze's men returned from the front many were mounted on burros and Mexican ponies. Their clothing had been torn to pieces by the thorny brush they were compelled to negotiate and many wore Mexican sandals and trousers patched with leather cut from their boots.

The bandits outdistanced the American force because they rode fresher mounts. The Americans were compelled to use the same animals on which they crossed the line and these were worn out after 500 miles of campaigning through mountains. But the Mexicans would steal fresh horses. This is the chief reason why Villa was not captured or killed. Remounts were sent in from the United States, but they were taken overland and reached the troops after most of the fighting had been done. The American horses had been used to oats, but no oats were to be had in Mexico. Plenty had been forwarded by truck trains, but this supply did not reach the troops engaged with the Villistas. Lack of horseshoes was another drawback early in the campaign, but barrels of shoes and nails form a mountain at Dublan and Namiquipa now.

PEONS WERE FRIENDLY

While we hear talk of Carranza offering resistance to the American army and read his ultimatums ordering the Americans to withdraw, the expedition has found the natives—the Mexican rancher, merchant and peon—very friendly from Columbus clear down to Satevo, a distance of nearly 500 miles. The Mexicans along the line of communication want the Americans to remain.

"Why, we were starving until you came,"

I heard more than one say. "We had not known peace for five years. We were being robbed and murdered and our daughters stolen. You pay good American money for everything. Yes, señors, we want the Americans to stay."

In fact, scores of these Mexicans assert that if the American troops are withdrawn they will have to go out with them or face persecution and perhaps death for dealing with Americans. The Mexicans in towns all along the long line of communication now sneer at the worthless Carranza paper money and will not accept it. Yet by Carranza's edict the people must use it or go to jail. Every day at every supply base the Mexicans bring to market eggs, chickens, cakes, candy and meat and there is always a crowd of soldiers around their wagons, little burros and baskets. Whole families of Mexicans come to sell to the Americans and the daily market proves a great diversion for the soldiers. The Mexican is no fool at driving a bargain and his seriousness and the soldiers' "kidding" gives every deal a humorous turn.

There is another scene at the camp near Namiquipa that shows the wide difference between Mexican and American methods. I speak of the stockade in which are kept about a dozen Mexican prisoners of war. A guard of negro soldiers watches them day and night, but the prisoners are given the same food as the soldier gets, they are never mistreated and spend their days playing games. These prisoners took part in the massacre of 18 Americans at Santa Isabel and in the Columbus raid.

MEXICAN SOLDIERS POOR

In the beginning of this article I told of the surprise the Americans gave the Mexicans whenever there was a fight. But the surprise vanishes quickly when one compares the Mexican and American armies. The Mexican soldier, of any faction, never drills, he is undisciplined, he never cares for himself, horse or weapons. He does not, cannot, understand the science of war or cooperation in battle. He fights only as an individual and as such frequently shows foolhardy yet admirable bravery. But the American soldier is compelled to take good physical care of himself and horse. The American soldier is trained to rush across a plain in the face of a withering fire, and take an enemy position. But this would be impossible in a Mexican army, which follows only guerrilla warfare. The expedition bases are kept supplied by 11 truck trains consisting of about 28 trucks each and having crews of 40 men. The truckmen have the hardest job in the army. They are forced to drive their unwieldy cars over the roughest roads in the world, going 500 miles into the interior and back again. The cars are always in bad shape after a round trip, solid rubber tires having been destroyed and beds torn up. These are replaced and the train starts out on another nerve-racking trip. The drivers and guards are not allowed to stay long at any one base and they get little sleep, and as for bathing—well, a certain train master once told me he hadn't had a chance to bathe in three weeks and would give \$25 for such an opportunity.

On the road whenever the train stops to permit repairs, the driver will drop his head on his wheel and go to sleep. Others will crawl under the trucks to get shade and there they will sleep until the train is ready to move again. Dust is sometimes three feet deep on the route and each one of the crew wears a mask of yellow dust.

The roads used at the beginning are worn out and impassable and new ones are being built at the rate of one every two weeks. Frequently they parallel each other. In the cañons, of course, the same road must be used and a ship in a heavy storm at sea has an easy time of it compared with the trucks going through these cañon roads.

In answering advertisements please mention "Leslie's Weekly"



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This Brush No. 450, with Long, Stiff, White Russian Bristles, at your dealer's or sent \$2 prepaid on receipt of 4¢. Send dealer's name for Booklet No. 4 on "Care of the Hair."

SANITAX BRUSH CO.
2225 N. Wabash Ave., Chicago

KITCHENER OF KHARTOUM

Britannia's greatest soldier-son,
The bravest of her brave,
Sleeps not upon the battlefield
But in a sailor's grave.
The stormy waters, sweeping down
From rocky reef and isle,
Are cold above the hand that carved
An empire by the Nile.

For him St. George's crimson cross
Is drooping on the staff;
The heart of every Briton speaks
His glorious epitaph.
For king and country loyally
His gallant life was spent,
The boundless sea's his sepulchre,
Khartoum his monument.

MINNA IRVING.

BOOKS WORTH WHILE

ASHES AND SPARKS. By Richard Wightman. (Century Co., New York. \$1.35 net.) A book of poems, musical, pleasing and of considerable variety. The verse occasionally strikes a high note. The author is a well-known writer of prose, but this volume justifies his excursion into metrical writing.

BY MOTOR TO THE GOLDEN GATE. By Emily Post. (D. Appleton & Company, N. Y. \$2 net.) A most entertaining, as well as practical, account of a motor trip across the Continent. Amusing incidents and bits of local color enliven the pages and make the 281-page volume much more than a guide book.

ROBERT'S RULES OF ORDER REVISED. (Scott, Foresman & Co., New York. \$1.) A new and enlarged edition of a book which has been found helpful by every form of organization from school debating society to national legislature. A supplement to the volume gives a useful plan for the study of parliamentary law.

HOW TO DEAL WITH HUMAN NATURE IN BUSINESS. By Sherman Cody. (Funk & Wagnalls Co., New York. \$2 net.) A volume of common sense business direction, suggestion, study and example, based on the real psychology of business effort. The author considers National Characteristics, Service, Your Own Valuation of Yourself, Monopoly for Every Man, Principles of Appeal, Analyzing of Business, Correspondence, and various other important topics.

A BOOK OF PRINCETON VERSE 1916. Edited by Alfred Noyes. (Princeton University Press, Princeton, N. J. \$1.25 net.) A collection of the very meritorious work of Princeton undergraduates, evincing the genuine poetic gift and having a readable quality. Despite inevitable youthful crudities, these productions are so full of promise that their authors should strive to perfect themselves in the poetic art. The fact that Mr. Noyes, the well-known English poet, who has been lecturing at Princeton, sets his approval on the contents should give the volume value, not only in the college world but also with the general reading public.

LAND CREDITS. A plea for the American farmer. By Hon. Dick T. Morgan, representative in Congress from Oklahoma. (Thomas Y. Crowell Co., New York. \$1.50.) This volume discusses a nationwide problem. The fundamentals of land credits are set forth and controverted points discussed. Congressman Morgan believes in "government aid" so far as necessary to secure for farmers adequate credit and low interest. He holds that Land Credit institutions must provide equal facilities and uniform interest throughout the Union, and asserts this can be accomplished only through unity and centralization in institutions issuing farm mortgage bonds.

FUNDAMENTALS OF MILITARY SERVICE. By Captain Lincoln C. Andrews, U. S. Cavalry. (J. R. Lippincott Co., Philadelphia. \$1.50 net.) A book which presents in an interesting, stimulating and thorough manner, the spirit and principles of the "military game." It was prepared under supervision of Major General Leonard Wood, U. S. A., and is to be the textbook of the training camps of the Eastern Army Division. Captain Andrews has been an instructor at West Point and in the National Guard, N. Y., and has seen much military service. Not only every soldier, but also every American civilian who is liable to military duty, should study this valuable work.

NEW YORK'S GOOD SHOWS

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR WIFE OR SISTER

Astor	The Cohan Revue	Giant cast in year's premier revue
Belasco	The Boomerang	Comedy triumph of the season
Candler	Justice	Sombre but interesting production of Galsworthy's play of prison-life
Casino	Very Good Eddie	Scintillating musical comedy
Criterion	Civilization	Thrilling motion-picture of the progress of the war
Eltinge	Fair and Warner	The season's best farce
Harris	Hit-the-Trail Holiday	Cohanesque comedy with Fred Niblo
Hudson	The Cinderella Man	Pleasing little comedy-romance by E. C. Carpenter
Liberty	The Fall of a Nation	Interesting, but somewhat weak forevision of U. S. at war
Lytic	Katinka	Musical comedy by the composers of "High Jinks"
Maxine Elliott's	A Lady's Name	Marie Tempest in clever comedy
Rialto	First class motion pictures	
Shubert	Stop This Way	Low fields in amusing performance

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(50¢ the case of 6 glass stoppered bottles—Advt.)

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DON'T neglect the small cuts and punctures. Your tires will have a new lease of life if you give them immediate attention with

Firestone Accessories

Take Firestone Cementless Tube Patches—for example. They are so easy to put on, are full of "give" and stick indefinitely. Other helps in the line are Firestone Hook-On or Lace-On Boot, Inside Blowout Patch, Cure Cut, etc. Get complete list from any dealer.

Dealers: Our proposition helps you serve the public and makes money for you. Write

Firestone Tire and Rubber Co.

"America's Largest Exclusive Tire and Rim Makers"
AKRON, OHIO

Branches and Dealers Everywhere

Firestone Cementless Tube Patch Free

Easy to put on; sure to stay tight. To prove the success of Firestone patches we will send one free to any car owner or dealer. Ask for Book, "Mileage Talks."



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SAYS THE

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inference, that are not justified by the facts or common experience; and any other advertising that may cause money loss to the reader or injury in health or morals or loss of confidence in reputable advertising and honorable business.

RESOLVED that we recognize our own obligation as advertisers to conform to these principles.

RESOLVED that we urge upon all publishers and upon all sellers of advertising space or service, a strict adherence to these principles and that in so far as the exigencies of our individual business will permit, we direct our advertising to those mediums which make the observance of these principles their rule and practice.

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5½% July Investments

For the investment of your July funds, we recommend First Mortgage Serial Real Estate Bonds, secured by the best income-earning property in the largest cities, yielding 5½%.

No investor has ever lost a dollar of principal or interest on any securities purchased of us since this House was founded, 34 years ago.

Write for Circular No. C-602.

S. W. STRAUS & CO.

Established 1882 Incorporated 1900
STRAUS BUILDING 150 BROADWAY
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Send for a
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Illustrated — Interesting — Valuable

It will help you plan your investments. It will guide you into a position of financial strength and preparedness.

Ask for Bond Talk 17

P. W. BROOKS & CO.

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Philadelphia

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The Partial Payment Plan

Through this plan we offer you the opportunity to acquire conservative New York Stock Exchange securities in a way which you will find adapted to your particular means.

We accept orders on this basis for one share or more.

Send for Booklet B-4, "Partial Payment Plan"

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SPECIALISTS IN
Odd Lots

Members New York Stock Exchange
MAIN OFFICE, 61 BROADWAY, N. Y.

Stocks and Bonds ON THE PARTIAL PAYMENT PLAN

Write for Booklet A-2, "The Partial Payment Plan," which explains thoroughly the method by which you may purchase Stocks or Bonds in any amount—from one share or bond up, by making a small first payment and the balance in convenient monthly installments.

Booklet A-2 sent upon request

**SHELDON-MORGAN
& Company**

42 Broadway, New York City
Members New York Stock Exchange

Send for our Booklet

"Bonds Favored by Banks in 1915"

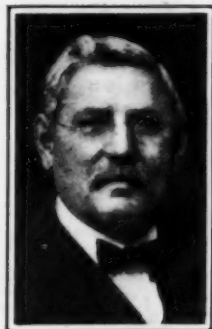
This booklet will aid you to invest in accordance with the policy followed by banks.

Sent on request for Circular L-46

N. W. Halsey & Co.

New York Philadelphia Chicago San Francisco
Boston Detroit St. Louis Baltimore

JASPER'S HINTS TO MONEY-MAKERS



P. W. GOEBEL
President of the Commercial National Bank of Kansas City, Kansas, and vice-president of the American Bankers' Association.



ALFRED I. DU PONT
The well known powder manufacturer, who has acquired control of the Delaware Trust Company, a leading financial institution of Wilmington, Del.



JOHN D. EVERITT
President of the Orange National Bank, of Orange, N. J., lately elected president of the New Jersey Bankers' Association.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDON Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

THE stock market usually rises in waves. That is, one line of securities is first affected advantageously and then another and another, until the whole list moves upward with a general sweep.

These advancing waves in Wall Street usually begin with a vigorous movement in dividend-paying securities. We have had this wave in what are known as the "war stocks." It was predicated on their enormous earnings, due to the exigencies of the situation abroad, which placed the warring nations under compulsion to buy abundant supplies of munitions quickly and at any cost.

Next we had a wave of advancing prices in the automobile stocks, not only those that had profited by war orders, but also all the others and many of the motor accessories stocks. New combinations, involving an enormous amount of capital, have been made and the shares of all the participating industries have been advanced so rapidly that it has almost taken away the breath of their holders.

The next rise should be due in the dividend-paying railroad stocks but for the fact that they are being liquidated by foreign holders on every fresh advance. How far we can absorb these stocks that have been so heavily held, especially in Great Britain, is a matter of conjecture, but it must not be forgotten there is an end to our surplus funds and that the exploitation of new industrial combinations requires a great deal of capital. When thus diverted it is not available for investment in other lines.

Those who have a good profit in the war order or other industrials are availing themselves of a chance to cash in and await the outcome of the present interesting situation abroad. It always involves the possibility of an armistice between the warring nations with prospects of approaching peace.

The declarations of the national platforms of both parties carry with them some assurance to the business men of the country. This is not overlooked in Wall Street. It is accepted as an indication that constructive policies are more in favor than they have been and that the organized movements of business men to secure fair recognition from legislative bodies, not only for themselves, but also for our industrial corporations and railroads, is having an influence on political leaders who have heretofore listened only to so called "labor leaders."

The crop situation is still an element of prime importance. Signs indicate that the crops this year will not rival those of record years, but, in a country as extensive as ours and covering almost every range of climate, it is impossible for all crops to fail. Average crops of wheat, corn, cotton, hay, oats, rye and potatoes will be satisfactory. They will give no reason for expecting a set-back to prosperity.

Every upward wave in the stock market, eventually culminates in a sharp advance of the cheapest of the speculative securities, including what are commonly called "the cats and dogs." For this reason, the gambling element, whenever it senses an old-fashioned boom, proceeds to load up with the cheapest stocks on the list, always avoiding those that are in the throes of re-organization or that are in danger of receiverships.

At such times safety lies in the purchase of investment securities, seasoned dividend payers, not dependent on war orders for their dividends and therefore the least likely to be affected by a sudden declaration of peace.

E. Dayton, Ohio: Goodyear Tire & Rubber Co. is well established and prosperous. Its pfd. stock is a good business man's investment.

M., Belvidere, N. J.: Emerson Motor Car Co. is a new organization and has not fairly begun business. Its stock is purely speculative.

B., Hot Springs, Ark.: The tungsten mining stocks are purely speculative. The mines have not been developed into dividend payers and the price of the metal has declined.

P., Bloomington, Ill.: I consistently decline to engage in behalf of my readers in promotion of patents or other business enterprises, for that is entirely outside of my special field.

M., Long Island City, N. Y.: Alaska Juneau stock is a speculation. The mine has not become a profit yielder and a dividend payer. It would be safer to invest in standard dividend payers bought on reactions.

K., Bessemer, Ala.: United Motors has lately sold at 12 points above the figure you specify. The corporation is itself a merger of several concerns. I do not know what other companies it may absorb. It is in strong hands.

T., South Glastonbury, Conn.: Declaration of extra dividends equal to its regular quarterly dividends of 37½ cents per share, thus putting the stock on a \$3 a year basis, has brought Nevada Consolidated into higher favor as a mining proposition.

R., Pittsburg, Pa.: Mother Lode Mine is located in Alaska near the Kennebec. The capital stock is \$5,000,000. No Bonds. The stock, par \$1, is selling at about 29 cents. The property is still in the development stage and therefore the stock is only a speculation.

L., Greensboro, N. C.: International Text Book Company's stock, par \$100, is quoted at about \$28. It is not a "good investment for a small investor." The company has been in financial difficulties and until these have been finally adjusted and it resumes dividends, the stock will be an unattractive speculation.

M., Memphis, Tenn.: The commodity markets are not in my field and I do not undertake to advise regarding them. But, on general principles, I should say that Germany and Austria will need, and probably will buy, large amounts of grain and cotton after the termination of the war. As to the prices which will then prevail—who can tell?

G., New York: All the pfd. stocks you mention are good investments for a business man. They might be ranked as follows, though some may not agree with this order: Bethlehem Steel, U. S. Steel.

(Continued on page 791)

The Promising Future of Motor Stocks

¶ The prosperity being enjoyed by the leading automobile manufacturers is not only reflected in greater market activity for motor stocks, but also in actual and possible increased distributions of profits to stockholders. This more particularly applies to

Overland	Chalmers
Chandler	Chevrolet
Studebaker	Saxon
Maxwell	Peerless
White	Reo

¶ Our Free Motor Stock Book, analyzing fifty securities, will be sent upon request. Ask for 19-D, including booklet explaining

"The Twenty Payment Plan"

SLATTERY & CO.
Investment Securities
(Established 1908)

40 Exchange Place New York

By the PARTIAL PAYMENT METHOD

surplus funds—however small—can be used to purchase solid seasoned stocks and bonds.

This plan does not require a large initial outlay; and you are steadily increasing your capital by definite and systematic saving.

Booklet No. 30 fully describing this plan will be mailed on request.

HARRIS, WINTHROP & CO.

Members New York Stock Exchange

The Rookery
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15 Wall Street
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Security First

Mortgage Bonds 5 to 6%
Preferred Stocks 7 to 7½%

We have prepared a circular describing a carefully selected list of Mortgage Bonds yielding from 5 to 6% and Preferred Stocks yielding from 7 to 7½%. The Security of these issues was the first consideration which assured them of being safe, seasoned and conservative investments.

Send for circular L29.

Dawson, Lyon & Co.

Investment Securities
40 Wall St., New York

INVESTMENT BONDS \$100 \$500 and \$1000

Mortgage Bonds of sound Railroads, Gas, Electric and Industrial Corporations. Our investment knowledge and experience are at your service.

A Small Payment Plan

Send for List 65 and Booklet "HOW"

E. F. Combs & Co.
Beverly Company INVESTMENT BONDS
120 BROADWAY NEW YORK

\$70,000,000 of the Bonds of Our Country

Sold by Us Without the Loss of a Dollar to Customers Government, State, City, and County Treasurers accept this class of Bonds to protect Public Funds. Put Your Savings in the safest of investments. Yield 4 to 5½%. Free from income tax. Write for Booklet E, "Bonds of Our Country"—FREE.

New First Nat'l Bank, Dept. 5, Columbus, O.

SOUND FIRST MORTGAGES

The demand in unsettled times for good first mortgages indicates their unusual stability. First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loaned over \$1,000,000 and not a single cent lost to any investor or a single foreclosure made. Write for booklet describing methods, and list of loans from \$200 to \$10,000.

Aurelius Swanson Co.
24 State Nat. Bank Bldg. Oklahoma City, Okla.

In answering advertisements please mention "Leslie's Weekly"

8% First Mortgages

SAFETY Doubly Assured
by conservative Bank recommendations and MILLER-SERVICE. Invest your money as savings banks and insurance companies invest theirs.

MILLER-SERVICE
safeguards each first mortgage by every possible defensive protection, including remittance of interest on the very day due; payment of taxes; renewal of fire insurance policies before maturity. All titles fully and cautiously examined and all papers executed by best legal counsel.

Our comprehensive knowledge of local conditions, combined with long, successful, conservative banking experience, secures maximum returns while practically eliminating risk.

G. L. MILLER & CO., Inc., 5 Bank & Trust Co. Bldg., Miami, Fla.

7% FIRST MORTGAGE

On Jacksonville and Tampa improved business and residence properties; a dependable source of income for careful investors.

Those mortgages represent not more than 50 per cent of conservative value of properties, and bear interest at six and seven per cent.

Offered in amounts of \$100, \$500 and \$1,000. We collect and remit interest without cost to investors. Write for particulars.

6% UNITED STATES TRUST & SAVINGS BANK

Laura and Forsyth Sts., Jacksonville, Fla.

TEFFT & CO.

Members New York Stock Exchange
5 Nassau St., New York


Execute orders for the purchase of high grade stocks and bonds to be paid for in monthly installments.

We have compiled an interesting pamphlet No. 2 explaining our plan of installment investment which will be sent on application.

6% NFI

For 26 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 716. 255 Certificates of Deposit also for saving investors.

PERKINS & CO. Lawrence, Kansas



The BILTMORE

43rd and 44th Sts. and Madison Ave.

The Centre of Social Life of the Metropolis

Close to theatres and shops.
The Cascades, Italian sunken gardens. Special features.
Afternoon tea - Orchestra
Dancing

Birds

White Cement Bird Bath \$11.00 f. o. b. Chicago

Will enhance the beauty of your garden and provide you with song, if you will furnish them a few necessary drops of water. We supply everything to attract our native birds and will cheerfully mail our illustrated folder of Bird Houses, etc., to your address. Most successful and artistic Bird homes in America. Write today.

CHICAGO BIRD HOUSE CO.
E. E. Evershine & Co.
632 S. Norton Street
Chicago, Ill.

FREE BOOKLET ENTITLED "TYPEWRITER MECHANICS BROUGHT DOWN TO DATE" TELLING HOW TO SELECT INTELLIGENTLY AND AN OPPORTUNITY TO GET THE BEST AND SAVE THE MOST ON A SPECIAL OFFER TELLING HOW YOU CAN WITH LITTLE EFFORT EASILY EARN THE LATEST AND GREATEST STANDARD (25-75) TYPEWRITER. On Letter or Post Card simply say "Mail Particulars".

WOODSTOCK TYPEWRITER CO., Dept. E333 CHICAGO, ILL.

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 790)

Westinghouse, American Sugar, American Smelting, Beet Sugar, International Harvester, American Tobacco, Central Leather and Corn Products.

W., Huntington, W. Va.: C. & O's earnings have lately made so good a showing that the stock is an attractive speculation, the preferred being the more desirable.

W., Milwaukee, Wis.: I cannot advise purchase of Universal Oil as an investment. Many new companies start out with a flourish, but their stocks later sell lower than at the outset.

B., Daguer Mines, Pa.: Many oil and oil products companies are being organized. Time alone can test their merits. In spite of the glowing statements about it, Gasoline Corporation must be regarded as a speculation until it demonstrates actual income yield.

C., Richmond, Va.: Until the considerable arrears of dividends on Allis-Chalmers preferred have been paid, the common will not share in disbursement. The earnings of the company are not so large as to give the holders of the common much encouragement.

J. B., Texas: I do not consider Carranza paper money as even a good speculation. In case of Carranza's downfall, this currency would become absolutely worthless. The old national paper currency of Mexico would be a little better purchase, but even that is not safe.

M., New York: Pierce Oil Corporation's latest annual report shows considerable improvement in business over the previous year. But the stock, selling at a little over half of par, is still a long-pull speculation. The dividend-paying Standard Oil stocks are preferable.

S., Schenectady, N.Y.: International Paper is not a good investment for a woman. The common sells at about \$12 and pays no dividends, preferred at about \$38 and pays only 2 per cent., or less than 4 per cent. on market price. You can buy Standard Oil stocks of any broker advertising in Leslie's.

L., Brooklyn, N.Y.: American Marconi has made some paying contracts, but the company is still far from earning substantial dividends on its stock. The earnings of the Big Four R. R. are so good that both classes of stock are regarded as excellent speculations, with preference of course for the preferred.

K., Horicon, N.Y.: At its present dividend rate, \$8 per share annually, International Nickel is paying over 17 per cent. on market price. It would sell higher, no doubt, were it certain that the high prices of its products would be maintained after the great war. The stock is a good business man's investment. Stocks of the standard dividend payers are less likely to be adversely affected by the termination of the war.

O.C., Springfield, Mass.: Hendee Motorcycle stock is not particularly attractive, though the company is reported doing a more profitable business. Dividends are paid on preferred, but not on common, which is several points below your purchase price. Mexican Pet. common has sold as high as \$129.5-8. It is not a dividend payer and in view of unsettled conditions in Mexico the market price is pretty high.

J., Memphis, Tenn.: It is impossible for anyone with certainty to pick out a stock which is likely to duplicate the record of Bethlehem Steel. If you can obtain United Motor stock at the price you name it would be a good speculative purchase. But you will note that the stock is several points higher than your figure. The corporation is a new one, composed of good companies, and its future depends largely on proper management.

D., Nashville, Tenn.: Hecla Mining Co.'s property is located at Burke in the Coeur d'Alene district, Idaho. The mine is a silver-lead producer. Capital stock \$250,000, par 25 cents. The company has paid 148 dividends, aggregating \$3,885,000. It lately raised its regular monthly dividend from 10 cents to 15 cents. Production is said to be much beyond dividend requirements and it is asserted that the ore reserves are sufficient for 4 or 5 years.

R., Chicago, Ill.: 1. Hupp Motor common stock is still a speculation and I would not advise its purchase by a woman. 2. S. S. Kresge Company's pfd. stock is well regarded and is a good business man's investment. 3. Midwest Oil is at present a poor speculation. It is paying no dividends and is selling far below par. 4. Canadian Pacific Railroad stock has advanced to such high figures that its speculative possibilities seem discounted, but it is a fair investment if bought on reactions.

B., Weehawken, N. J.: 1. Mines Company of America stock, par \$10, is selling at less than \$3. It has paid no dividends since October, 1913. The company has much property in Mexico and the unsettled condition of that country has seriously interfered with the mining business there. 2. Remington Typewriter pfd. stocks are cumulative. No dividends have been paid since October, 1914, and a plan for the readjustment of the company's affairs was submitted a few months ago. I would not consider the stocks a good speculation.

New York, June 15, 1916.

JASPER.

FREE BOOKLETS FOR INVESTORS

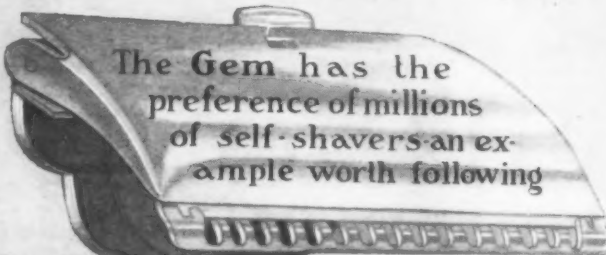
Readers who are interested in investments, who desire to and secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advisers, offering to send, without charge, information compiled with care and often at much expense. A

(Continued on page 793)

In answering advertisements please mention "Leslie's Weekly"

GEM DAMASKEENE RAZOR

The Best Safety



ALL
LEADING
DEALERS

\$1.00

The Gem Damaskeene Razor outfit includes razor complete with 7 Gem Damaskeene Blades, shaving and stropping handles—all in handsome leather case

Gem Cutlery Co. Inc. New York
Canadian Branch, 111 St. Catherine St. W. Montreal

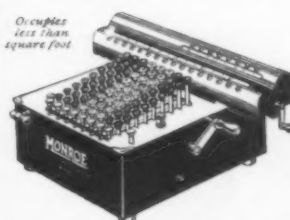
Don't Buy An Adding Machine When You Really Need a Calculating Machine

GET THE FACTS about the Monroe, the **RADICALLY DIFFERENT** Calculating-Adding Machine. Don't buy by old standards of service until you've seen the machine that has revolutionized those standards—a machine of such simplicity that **ANYONE** can operate it (no expert necessary) and so versatile that it not only **ADDS** but **DIVIDES, SUBTRACTS** and **MULTIPLIES** as easily as other machines add. Complementary numbers unnecessary in division or subtraction. No complex manipulations. Every operation **DIRECT**. Visible proof insures absolute accuracy without rechecking. It is fast on every kind of work, small as well as large. It fits any business—is used and endorsed by representative concerns as the greatest time and labor saver known for general office use.

Write for Facts
or Demonstration

MONROE

Calculating Machine



Monroe Calculating Machine Co., Woolworth Bldg., New York

Boston, 161 Devonshire Street
Hartford, 18 Asylum Street
Albany, 128 Arkay Bldg.
Syracuse, 515 Dillaye Mem. Bldg.
Rochester, 42 East Avenue
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Philadelphia, New Stock Ex. Bldg.
Baltimore, The Falconer Co.

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Richmond, Va., 18 So. 14th Street
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Greenville, S.C., Bank of Com. Bldg.
Atlanta, Ga., Hurt Bldg.
Pittsburgh, 25 Vandergift Bldg.
Cleveland, Citizens Bldg.
Detroit, 118 Penobscot Bldg.
Toronto, Ont., Canada, 94 Bay St.

St. Paul, American Bank Bldg.
Denver, 1639 Champa Street
Salt Lake City, Shields Stationery Co.
San Francisco, Merch. Nat. Bk. Bldg.
Los Angeles, 509 Van Ness Bldg.
Boise, 210 N. 8th Street
Chicago, 330 W. Monroe Street
St. Louis, 943 Syndicate Trust Bldg.



HAYONE

THE man who makes an Art of living carries his cigarettes in a Havone Case.

His cigarettes are not crushed together, mused or broken, as in the ordinary case; but *upright*, each in its own compartment, clean and inviting.

By the grace of Havone, the act of offering a friendly smoke becomes an accomplishment.

The Havone is as easily filled

as the ordinary cigarette case.

Havone Cigarette Cases are made in heavy Silver-plate, Solid Sterling and 14 K Gold. The silver-plated cases at \$5 are especially popular.

If your dealer hasn't stocked up on the HAYONE, send us \$5 and we will mail you one direct—either plain finished, or with monogram spot, or one of the all-over patterns.

At any rate, send us your name on a post-card for one of our handsome catalogues.

HAYONE CORPORATION, Dept. M, 21-23 Maiden Lane, New York

WAR'S GREAT DAYS

BY MARTIN MARSHALL

THE early days of June were fateful ones in the progress of the Great War. The last day of May witnessed the first general engagement between the British and German battle fleets, and while, as is characteristic of this war, the result was a draw, the

fight on the whole may be said to have favored the British.

The world knows the British losses. They were staggering, but were promptly and fully announced. Less

confidence can be placed in the German statements. The repeated claims that British vessels were destroyed, which are safe in port, the ambiguity of the casualty lists issued, the sealing of the naval ports and the disproportionately small losses admitted give rise to a feeling that something is being held back by the German Admiralty.

It may well be true that the British losses were the most severe; yet Great Britain still holds control of the North Sea and the blockade of German ports continues with increased severity. The battle did establish what has all along been suspected—that the German navy in equipment and efficiency is not one whit inferior to the British, and that only preponderance of power maintains British control of the seas.

The death of Lord Kitchener on June 6th was easily the most dramatic incident of the war. The towering personality of the War Secretary makes his death overshadow the loss of a cruiser with her complement of 555 officers and men, and of half a dozen army officers, the death of any one of whom, under usual circumstances, would have been a matter of world news. The completeness of the tragedy makes it all the more appalling. Only a dozen men from the Hampshire escaped to tell the story. At this writing it is not known whether the loss of the cruiser was due to a torpedo from a submarine or a floating mine. The Hampshire was only an hour or two out of port when stricken. Kitchener, the silent, Kitchener, the Sphinx, went down to his death in the heart of a storm while his reputation was in full flower. The Allies mourn him as a tower of strength departed; the German press rejoices grudgingly that a formidable foe is no more, and in advance of official statements claimed the destruction of the Hampshire as another submarine achievement.

FALL OF FORT VAUX

On June 7th the dogged attack of the German Crown Prince's army on Fort Vaux, one of the outer defensive positions around Verdun, was rewarded by the capture of the fort. This is a moral victory, bought at a fearful price. Behind Vaux lie countless other positions just as strong, and to be taken at an equal cost. Successes such as this hearten the German armies, no doubt, since they show that almost nothing is impossible to that splendid organization. But to reduce all the French positions at an equal cost would use up the last man the kaiser has before Paris could be approached.

The assault on the British positions around Ypres shows that there is many a good punch left in the German army.

Some gains were made by the Germans and heavy losses inflicted on the British, but it is inconceivable that the assailants have not lost more severely. The Canadian troops bore the brunt of the first few days' attack with their usual gallantry.

They were badly cut up but lost little ground and gained fresh glory.

Last, and perhaps most important, is the advance of the Russian armies in Bukowina, where the Austro-Hungarian armies have been pushed back several miles along a wide front within a period of five days. Vienna complains that the Russians wasted artillery ammunition with an unheard-of prodigality. Along a 350-mile front the bombardment was continuous and overpowering, at many places reaching the intensity of drum-fire. After such preparation the infantry was hurled forward in waves against which nothing could hold. So important were the Russian gains that Field-Marshal Hindenburg was hurried from the Riga sector, where rumor had it he was preparing a powerful offensive, to take command of the Austrian forces.

HAMMERING THE TURK

Russian gains continue in Mesopotamia, although Constantinople claims several local checks to the Russian advance. Events are evidently shaping themselves for hostilities in Macedonia. Bulgars and French are maneuvering for points of vantage at the expense of Greece, and news of a clash in force there should not come as a surprise.

The long-expected general offensive of the Allies is still delayed. It is scarcely likely to start so long as the Germans can be induced to continue on the aggressive. The opportune moment for an Allied drive all along the lines on all fronts is when the Central Empires have worn down their strength in ineffective assaults. This plan presupposes the ability of the Allies to hold their ground with less loss than they inflict. If Verdun can be taken as a criterion this is not only possible but probable. The German theory of war—to always retain the offensive—is magnificent, but not, perhaps, in this case, wholly sound.

Along with war's ferocity there are evidences of humanity in the great relief works planned and carried out for the benefit of non-combatants and prisoners of war. Russia and the Central Empires have been exchanging disabled prisoners through the good offices of Sweden, and almost daily long trains arrive with crippled and sick Austrians and Germans, while boats bring the Russians who will not be able to take further part in the war. Reports are that many of the imprisoned Teutons are suffering from tuberculosis, which is said to be prevalent in the Russian camps. Much is left to be desired in these camps, especially in sanitation and protection from the cold. Germany and Austria are also exchanging disabled prisoners with France through Switzerland, and at intervals with England through Holland. This work is fostered by neutrals as one of the most effective ways of reducing the miseries of war.



HOMEWARD BOUND
Austrian crippled soldiers in Hallsberg, Sweden, on their way to be exchanged.

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JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 791)

digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

The Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla., dealers in 7 per cent. first mortgages will mail to all applicants a booklet describing their methods and a list of loans from \$300 to \$10,000.

It is often a great convenience to do banking by mail. The strong Citizens Savings & Trust Co. of Cleveland, Ohio, invites persons living anywhere in the United States to open with it a savings account at 4 per cent. compound interest. Apply to the Trust Company for its free booklet "L", telling all about this convenient method of depositing funds. Success comes not to the haphazard, but to the well-informed, investor or speculator. All who are looking for chances to invest will do well to consult "Questions and Answers," a booklet presenting succinct opinions on 27 stocks, both from a speculative and investment standpoint. This useful booklet may be had free of J. Frank Howell, 52 Broadway, N. Y.

The demand for good bonds was never so great as at present and many who have hitherto been interested only in stocks are now turning to bonds. John Muir & Co., members N. Y. Stock Exchange and specialists in odd lots, 61 Broadway, N. Y., have prepared a special circular describing particular opportunities in the field of \$1,000 listed bonds. Send to Muir & Co. for Circular M-4 in which these bonds are fully described.

With the prudent investor the first consideration is safety, though he also desires a good return on his money. The 6 per cent. Secured Certificates issued by the Salt Lake Security & Trust Co., Salt Lake City, Utah, are protected by more than face value of high-grade real estate and are also absolutely guaranteed by the company, which has large assets. The certificates may be had for either large or small amounts, so that they appeal to investors of every degree of ability. The company invites correspondence from Jasper's readers and will promptly answer all inquiries.

The investment of July interest and dividend returns will soon engage the attention of many holders of securities. These surplus funds afford a good means of diversifying investments. Among the securities bidding for favor at this time the real estate bond ranks high. First mortgage serial real estate bonds secured by the best income-earning properties in the largest cities and yielding 5 1/2 per cent. are recommended by S. W. Straus & Co., the well-known bond bankers, 150 Broadway, N. Y., and Straus Bldg., Chicago. Write to Straus & Co. for circular No. G-602, giving full particulars.

Thrifty persons who have accumulated moderate sums often desire so to invest them as to secure more than savings bank interest. Anybody who commands \$100 or more can so place his money as to obtain 5 or 6 per cent. interest. This investment opportunity is offered in the purchase of farm mortgages, which are ideal securities for those who would avoid the fluctuations of the stock market. So highly are these issues regarded that 34 insurance companies—our shrewdest investors—have invested over \$650,000,000 in them. An honorable record for dealing in this class of securities based on productive lands has been made by the American Trust Co., of St. Louis, a flourishing, state-inspected institution. This company has prepared an interesting and explanatory illustrated book, "Farm Mortgages," which it is worth while for all investors to read. It can be obtained free by writing for Book 115 to Investment Department, American Trust Co., St. Louis, Mo.

SAVE RAGS AND PAPER

ANY waste is willful, even though it be of rags and paper. So serious is the shortage of raw material for the manufacture of paper that Secretary Redfield of the Department of Commerce has sent appeals to the public schools throughout the country urging the saving of old papers and rags. The cooperation of Chambers of Commerce and Boards of Trade has been requested. About 15,000 tons of paper and paper board are manufactured daily in the United States. After it has served its purpose, most of this could be used over again in some class of paper, but a large part is either burned or wasted. "In the early history of the paper industry," say Secretary Redfield, "publicity was given to the importance of saving rags. It is of scarcely less importance now." Many people in this extravagant country have the idea that it is discreditable to be saving in trifles. They need to learn that it is wrong to waste anything. Many of our most highly organized industries make their profits out of the utilization of by-products formerly thrown away. This is something to be proud of. It would be a fine lesson in thrift if hundreds of thousands of school children could be taught to start a savings account with money made from old rags and papers that were once wasted.

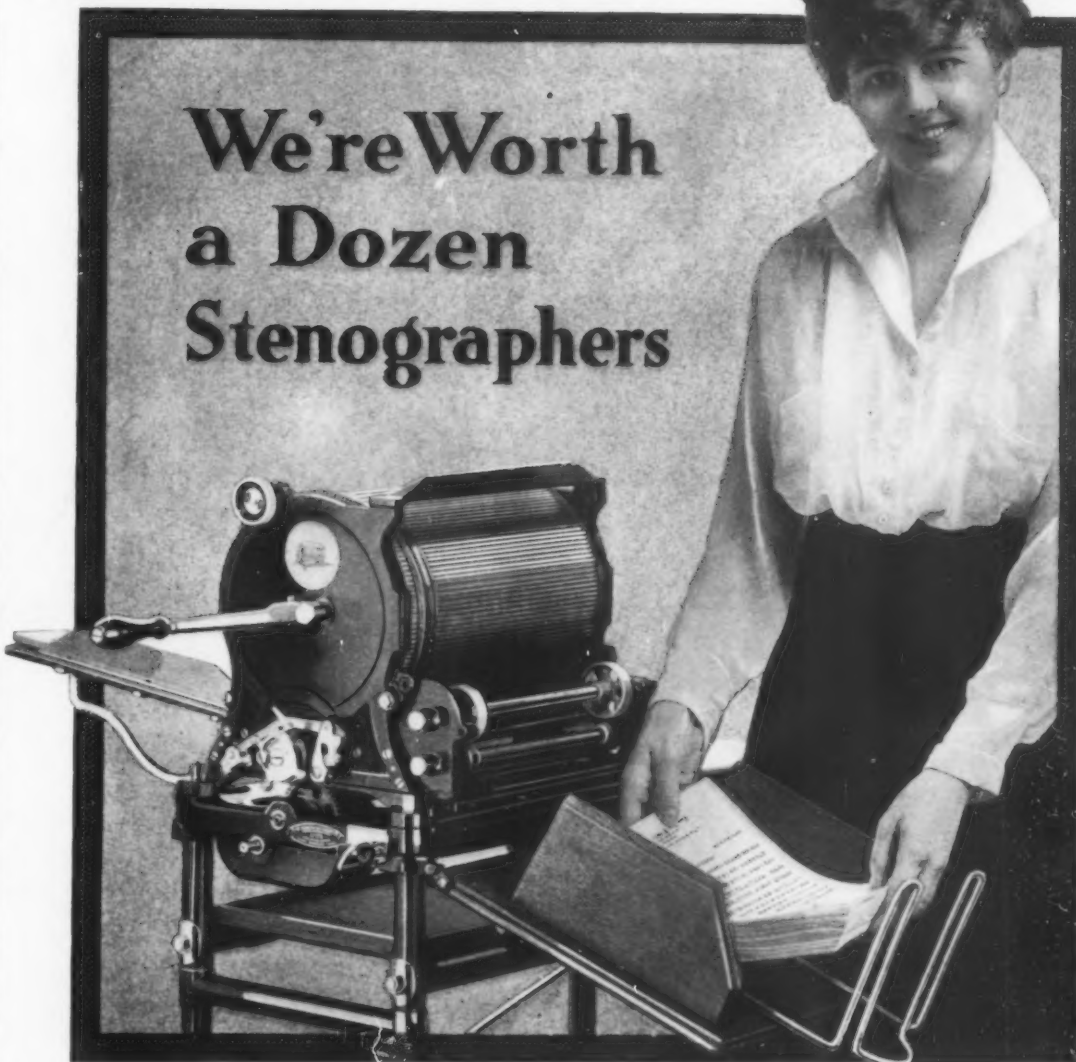
KNOWN PERFECTLY WELL

THE small daughter was industriously ironing her doll clothes when her mother entered.

"It's wrong to work on Sunday. Have you forgotten the Lord sees you?"

"This isn't work. And if the Lord does see me, he knows perfectly well this iron is cold."—Judge.

THE MULTIGRAPH



The Multigraph Senior equipped for producing high-grade form-letters in any quantity—quickly, privately and at very low cost. Price \$255.

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You can't buy a Multigraph until we're satisfied it is a wise investment for you. After we've investigated your business we'll tell you whether your form typewriting and office printing will justify a Multigraph purchase at \$200 or over, depending upon the scope of your work.

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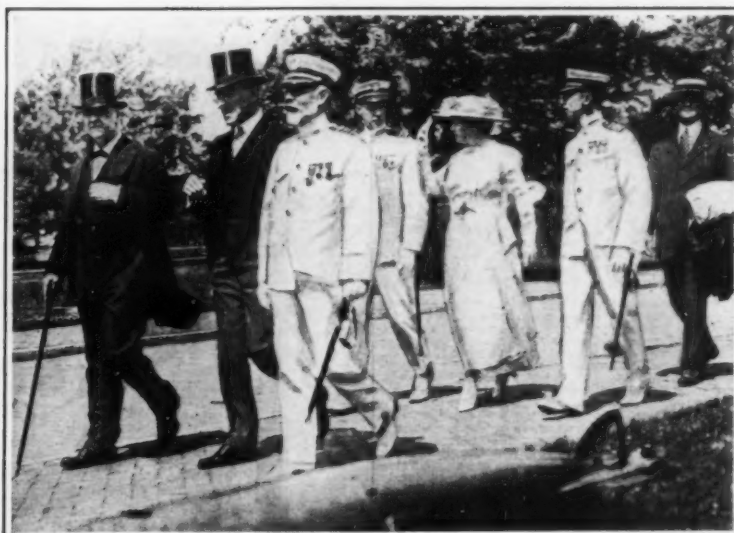
A Sensible Cigarette



The Original
Turkish Blend

20 for 15¢

LATE NEWS IN PICTURES



JUNE WEEK AT THE NAVAL ACADEMY

President Wilson, Mrs. Wilson, and Secretary of the Navy Josephus Daniels were among the notables who attended the exercises that marked the passing of this year's upper class men from the Naval Academy at Annapolis to actual service in the navy. President Wilson addressed the graduates. Captain Eberle, Superintendent of the Academy, is at the President's left in the picture.



JACKSON, MISS., SWEEPED BY FURIOUS CYCLONE

A cyclone struck the thriving city of Jackson, Miss., in the early morning of June 6th and destroyed about 250 houses. Thirteen people, two of them white, were killed and 65 seriously injured. The wind was at its highest intensity for only a few minutes, but was accompanied by a severe thunder storm which raged for two hours.



JAPANESE NURSES RETURN FROM RUSSIA

A Japanese Red Cross unit returned to Tokyo May 13th after having served for 22 months in Russia caring for wounded soldiers. Among the nurses were women from the best families of Japan. The photograph shows them leaving the station at Tokyo wearing their Russian decorations and carrying flowers presented by the Russian Ambassador to Japan. It is only a little more than 10 years since Russia and Japan were at war with each other.

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Leslie's Travel Bureau

which appears in the first and third issues each month will give specific information to LESLIE's readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address, Editor Travel Bureau, Leslie's Weekly, 225 Fifth Ave., New York City.



GREAT RELIGIOUS DEMONSTRATION

Each Easter morning a remarkable religious service is held on the top of Mt. Rubidoux, near Riverside, Calif., which is attended by tens of thousands from far and near. It is Christian but non-sectarian.

Go to Church Next Sabbath Day

IT will do you good to spend an hour one day in the week in the sanctuary of rest.

Is your mind troubled? Are you worried about your business? Your health? Your future?

Go to the place of refuge where your father and mother now perhaps at rest, used to go and, where you had been in the habit of going in the happy days of childhood.

Are you prosperous and joyous? There is all the more reason why you should recognize God's bounty by at least one hour's devotion on each recurring Sabbath Day.

Go! It will do you good. Go and set a good example to others.

If you are in the habit of going, invite some one who is not, to go with you next Sabbath Day and to enjoy with you the sense of rest, repose, hope and a belief in a better world.

No matter where you may go, what religion you may profess, what denomination you may follow, go to the sanctuary of your faith next Sabbath Day and humble yourself before Almighty God.

He has given you all that you have. He gives and he can take away.

Published by direction of the

**Non-Sectarian Society for the Encouragement
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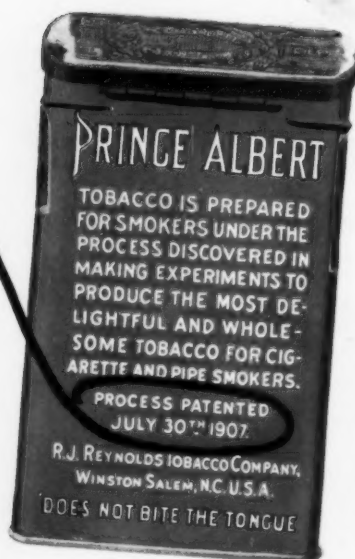
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